Appendix P

PIC Materials

PIC 1

WELCOME

PUBLIC INFORMATION CENTRE No. 1

for

MAYFIELD ROAD
CHINGUACOUSY ROAD TO HEART LAKE ROAD

Region of Peel

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

Date: Wednesday, November 30, 2011

Time: 6:30 P.M. to 8:30 P.M.

Location: Peel Regional Police Association Banquet Hall
10675 Mississauga Road, Brampton

HOW CAN YOU PARTICIPATE?

- Please sign the attendance register
- Review the various display boards presented today
- Ask questions of our study team
- Provide your comments and place them in the comment box, or send to us by fax, email, or mail by December 14, 2011
- Contact either of the following study team members if you require additional information:

Neal Smith, C.E.T.
Project Manager, Transportation Program Planning, Public Works
Region of Peel
Peel Region Headquarters
10 Peel Centre Drive, Suite B
Brampton, ON L6T 4B9
Tel: (905) 791-7800 ext. 7866
Fax: (905) 791-1442
neal.smith@peelregion.ca

Ms. Angela Iannuzziello, P.Eng. F.E.C.
Consultant - Project Manager
GENIVAR
2800 Fourteenth Avenue, Suite 210
Markham, ON L3R 0E4
Tel: (905) 946-8900
Fax: (905) 940-4566
angela.iannuzziello@genivar.com

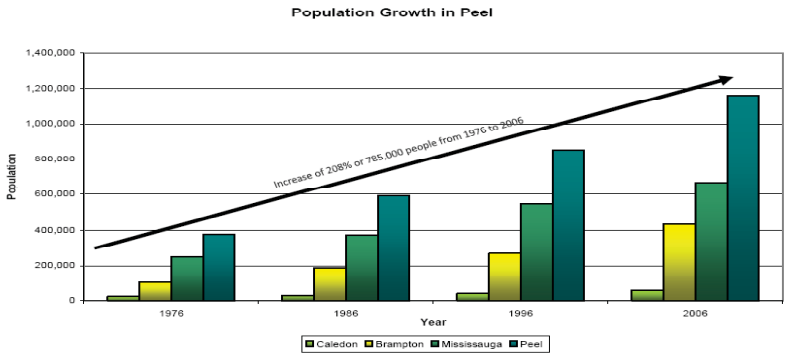
STUDY AREA

- The study area is located between Chinguacousy Road and Heart Lake Road.
- Mayfield Road is a major east-west arterial road and forms the boundary between the City of Brampton to the south, and the Town of Caledon to the north.

PROJECT BACKGROUND

- Mayfield Road is currently a two-lane road with a rural cross-section west of Hurontario Street; and a four-lane road with an urban cross-section east of Hurontario Street. Mayfield Road widens to a six-lane road as it approaches Heart Lake Road.

- Peel Region has the second highest rate of growth (35% to 2031) in the Greater Toronto Area. This pattern is anticipated to continue.

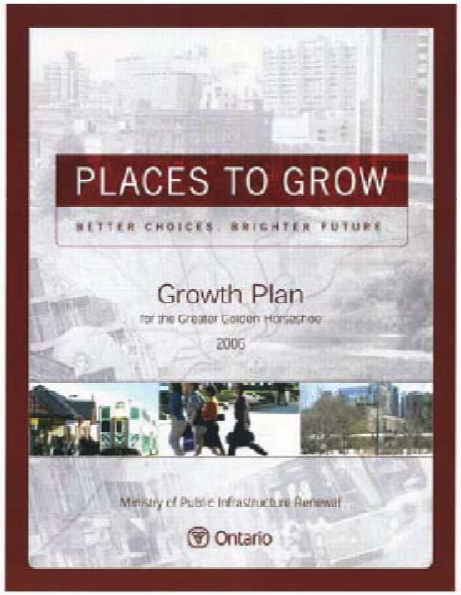


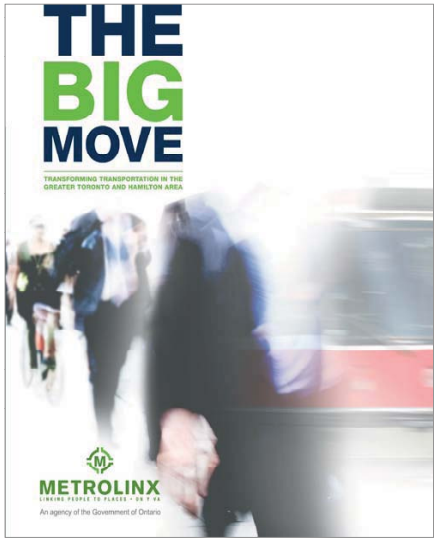
- Part of Peel Region's Official Plan is to ensure that development only proceed with adequate existing or committed improvements to regional transportation capacity and, if necessary, development be phased until that capacity is or will be available.

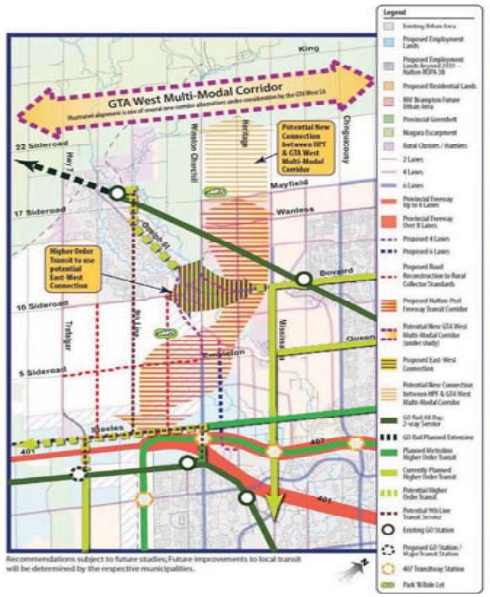
Peel Region Official Plan Review

- The Region's Official Plan 2005, is currently being reviewed and updated.

PROJECT BACKGROUND

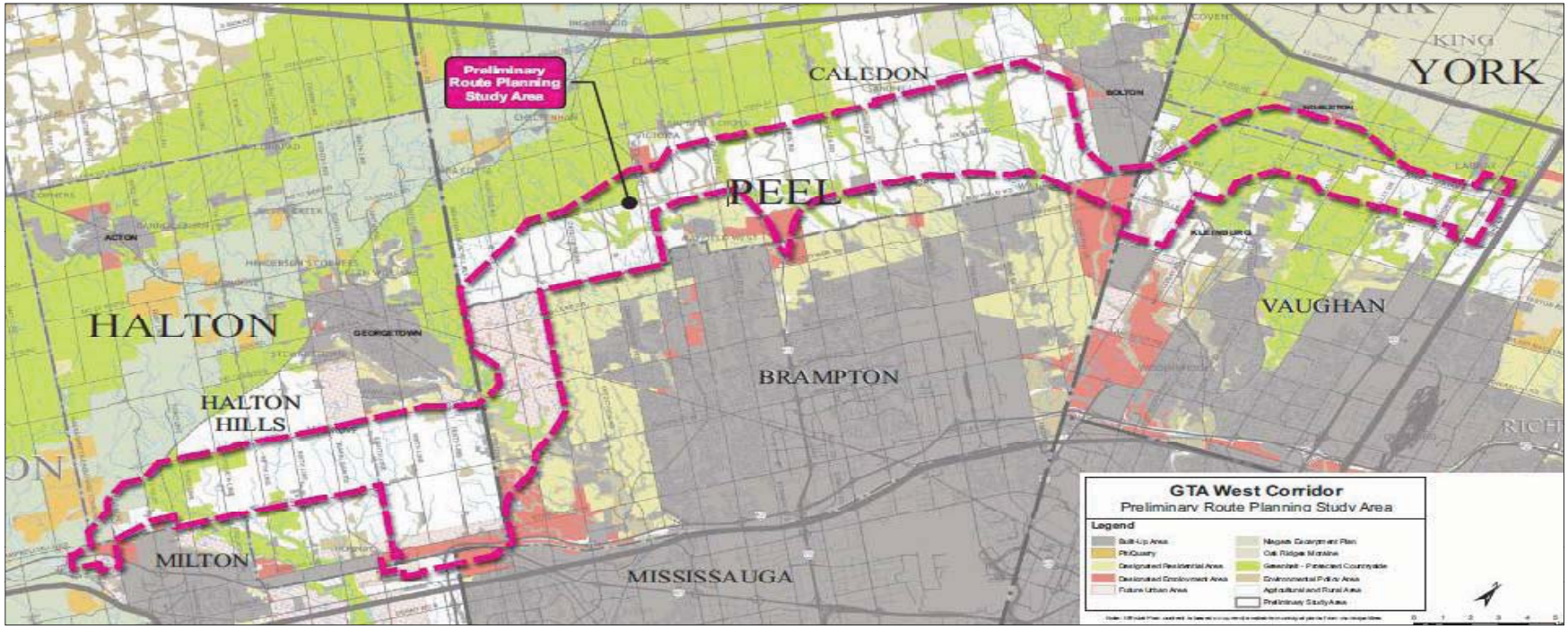






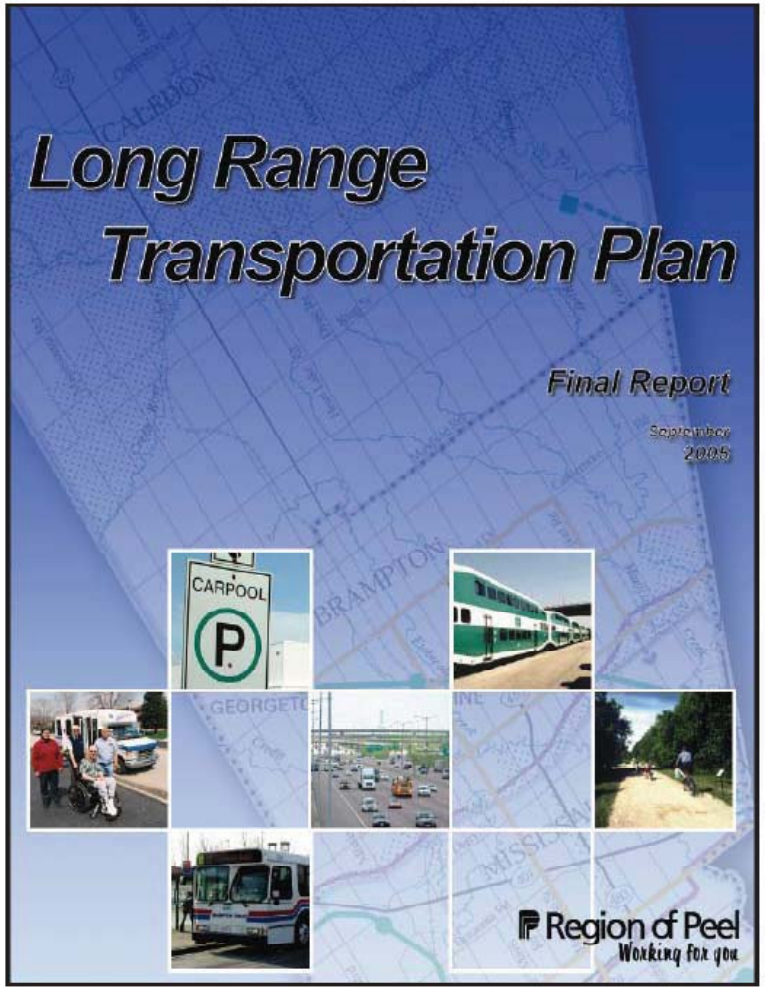
➔ A number of Provincial policies and plans highlight the need for major Regional road improvements such as those proposed for Mayfield Road.

PROJECT BACKGROUND



- The GTA West Corridor Environmental Assessment Study (currently being undertaken by the MTO) supports to need for improvements to parallel roadways
- The Study identifies the need to widen Mayfield Road to support the proposed improvements

PROJECT BACKGROUND



- Peel Region's Long Range Transportation Plan (LRTP), September 2005, has identified the need to widen Mayfield Road from its current configuration to four (4) lanes by 2021 and six (6) lanes by 2031.

- The LRTP is currently being updated. Stakeholders have been consulted in three public information meetings and the finalized document is anticipated for 2011.

PROJECT BACKGROUND

TERM OF COUNCIL PRIORITIES

➔ This environmental assessment supports a number of actions and initiatives related to transportation and the environment as outlined in the Region's ***Strategic Plan Goals and Actions*** and the ***Term of Council Priorities (2011-2014).***

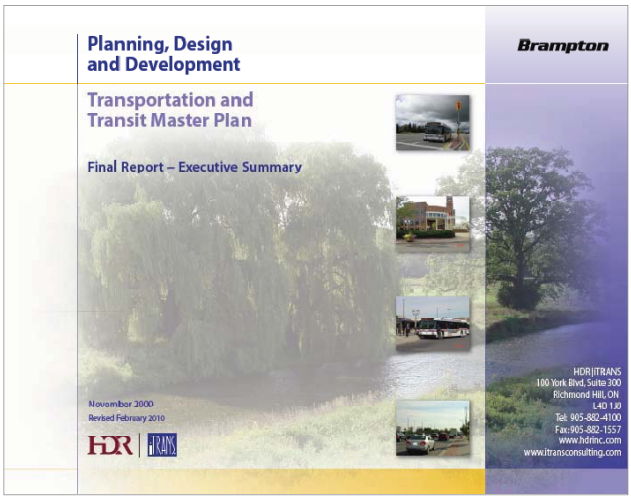
- ***Environment - Protect, enhance and restore the environment;***
- Social Development - Build a community that is stable, responsive and adaptable;
- Community Health - Maintain and improve the health of Peel's community;
- ***Transportation - Support and influence sustainable transportation systems;***
- Cultural Development - Build a cohesive Peel community;
- Public Safety - Ensure a safe Peel community; and
- Service Excellence - Strive for continued excellence as a municipal government.

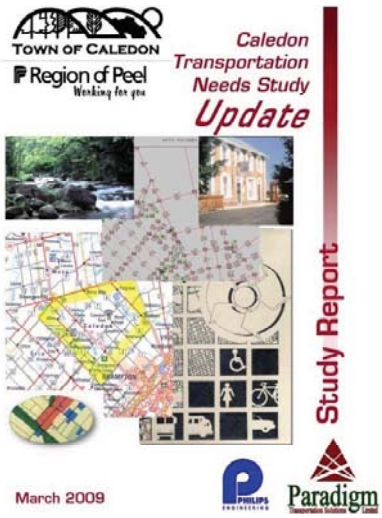
PROJECT BACKGROUND

Peel
GOODS MOVEMENT
Task Force

- The Peel Goods Movement Task Force is a partnership of key goods movement stakeholders in Peel Region. The objectives of the Task Force include efficiency, competitiveness and sustainability of the goods movement system.
- Mayfield Road has been identified as a an essential corridor for goods movement.

- Brampton's Transportation and Transit Master Plan has shown that Mayfield Road is approaching capacity.





- The Town of Caledon's Transportation Needs Study has identified the Mayfield West area as an area of growth, that will need supporting transportation infrastructure.

PURPOSE

- The Regional Municipality of Peel is undertaking a Class Environmental Assessment (EA) to examine traffic operations and safety, and to review existing and future traffic requirements along the Mayfield Road corridor between Chinguacousy Road and Heart Lake Road for the 2031 Planning Horizon Year.

- The purpose of this Public Information Centre (PIC) is to introduce the project need and justification and inform you of our progress to date. The following information is presented on the boards:

  - **Background Information of the Study Area;**
  - **Overview of the Class EA Process;**
  - **Traffic Study;**
  - **Problem / Opportunity Statement;**
  - **Existing Environmental Conditions of the Study Area;**
  - **Alternative Solutions Considered;**
  - **Assessment and Selection of the Technically Preferred Alternative Solution; and**
  - **Next Steps.**

CLASS EA PROCESS FOLLOWED BY THIS STUDY

Phase 1: Problem or Opportunity

- Identify and describe the problem(s) and opportunities

Notice of Study Commencement
December 7, 2010

Phase 2: Alternative Solutions

- Identify alternative solutions to the problem(s)
- Inventory of the natural, social, economic & cultural environments
- Identify the impact of the alternative solutions after mitigation
- Evaluate the alternative solutions with consideration of environmental and technical impacts
- Identify a preferred solution

Public Information Centre #1
November 30, 2011

- Needs & Justification
- Planning Alternative Solutions
- Evaluation of Planning Alternative Solutions
- Preliminary Preferred Solution

We are here

Phase 3: Alternative Design Concepts for the Preferred Solution

- Identify alternative designs to implement the preferred solution
- Inventory the natural, social, economic & cultural environments
- Identify the impact of the alternative designs after mitigation
- Evaluate alternative designs with consideration of the impacts
- Identify a recommended design

Public Information Centre #2
Winter/Spring 2012

- Alternative designs for the preferred solution
- Evaluation of alternative design concepts
- Preliminary recommended design concept

Phase 4: Environmental Study Report

- Complete an Environmental Study Report (ESR which sets out all of the activities undertaken to date through Phases 1, 2 & 3
- Place ESR on public record for 30 calendar days for review
- Notify the public and government agencies of completion of the ESR and of the PART II Order provision in the EA Act

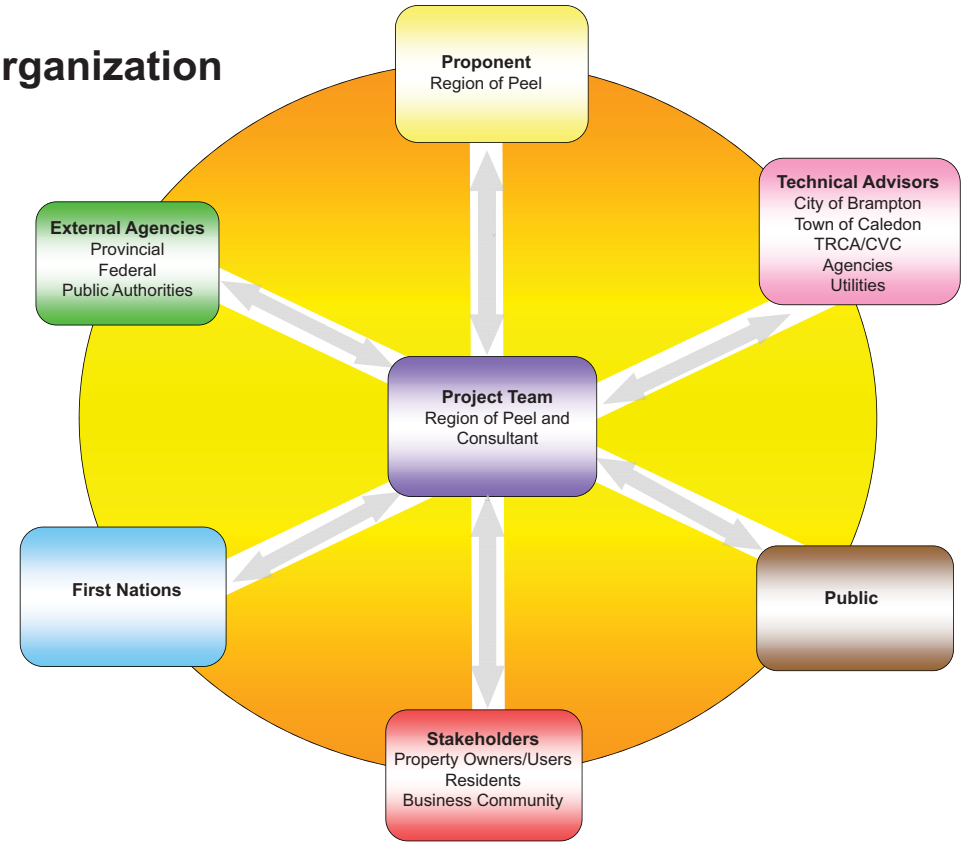
Notice of Study Completion & Filing the ESR

Phase 5: Implementation

- Proceed to design and construction of the project
- Initiate construction as appropriate
- Monitor for environmental provisions and commitments

Study Organization & Objectives

Study Organization

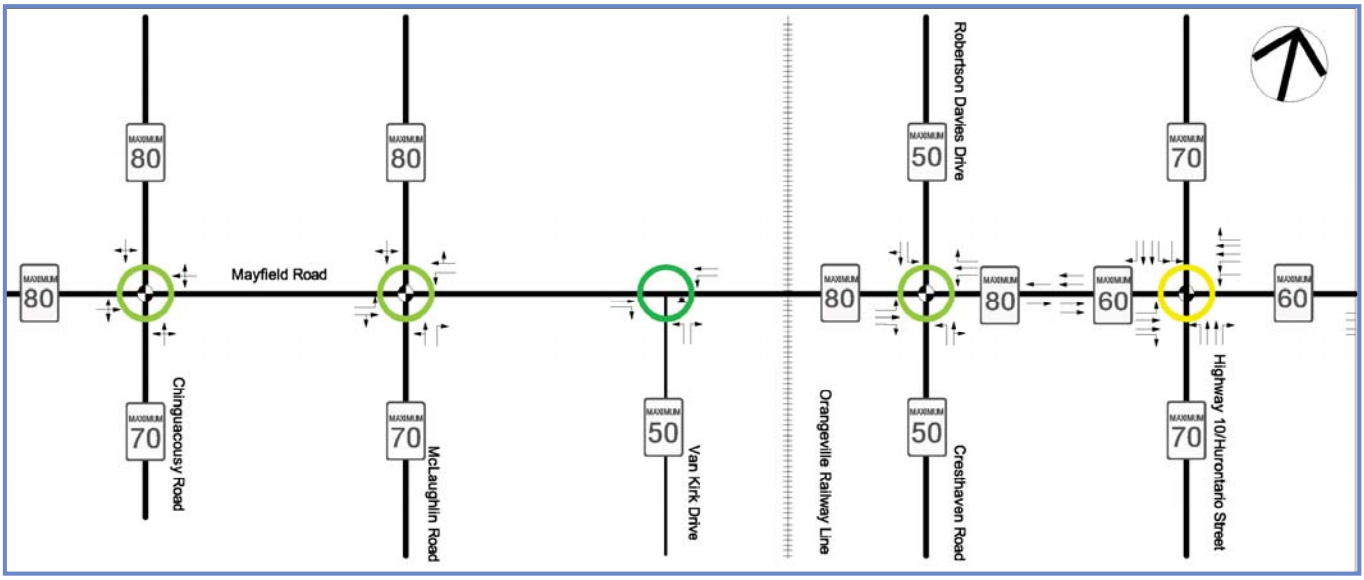


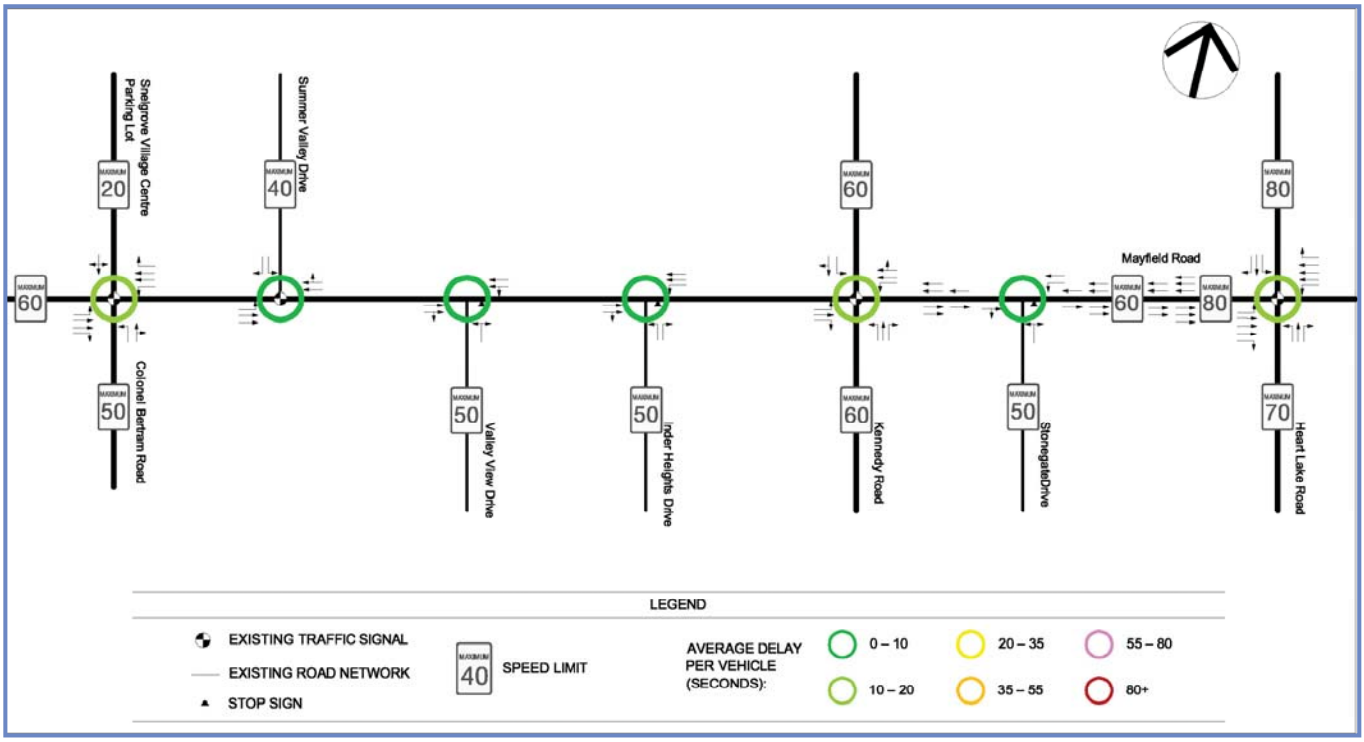
Study Objectives

- Identify problems and opportunities within the corridor; investigate solutions that consider community needs and address transportation issues;
- Develop planning alternative solutions and establish a preferred solution based on public and agency input and application of acceptable transportation design standards;
- Develop and evaluate design concepts for the preferred solution;
- Complete a functional design for the preferred concept that:
  - supports the implementation of current Council Priorities (2011-2014) for Transportation related to active transportation and goods movement.
  - outlines an approach to environmental impact mitigation and enhancement;
  - provides appropriate solutions to traffic growth;
  - presents representative project costs; and,
  - addresses related community issues.
- Prepare a formal Environmental Study Report (ESR) documenting the study findings and recommendations.

EXISTING TRAFFIC CONDITIONS

Existing Travel Delay Analysis

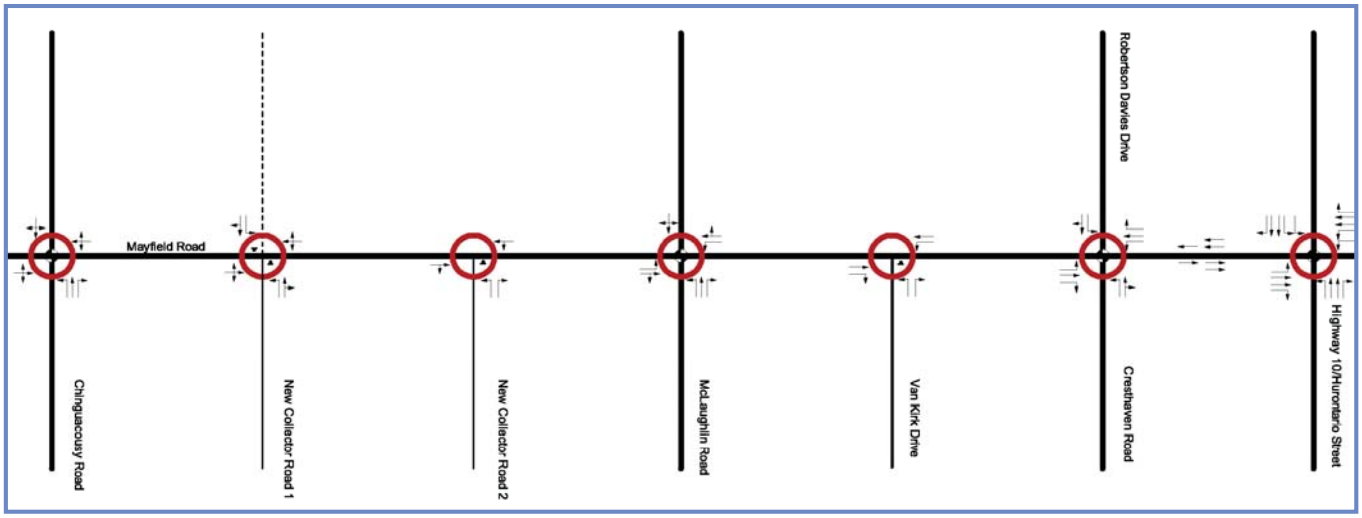


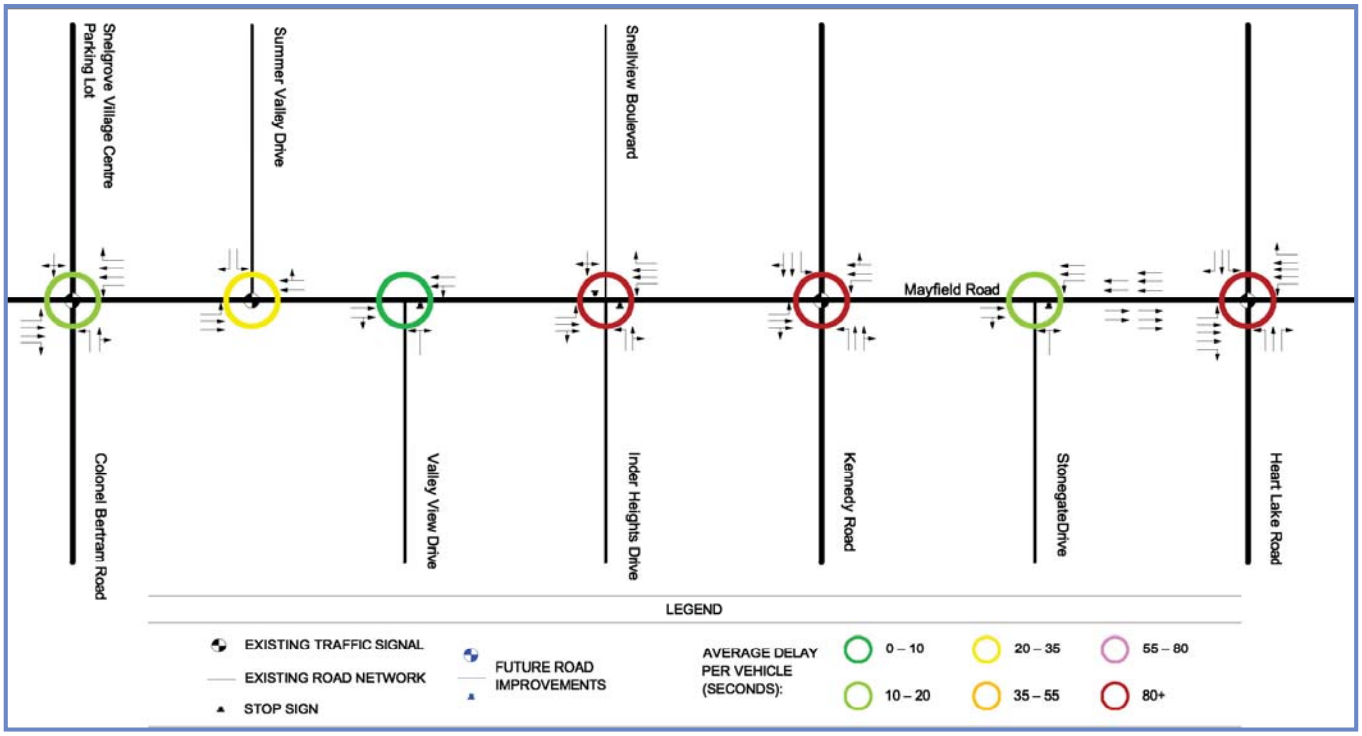


- **The capacity analysis shows that under existing conditions all signalized and unsignalized intersections have good operational characteristics with low delays and reserve capacity.**

FUTURE TRAFFIC CONDITIONS

2031 Do Nothing Travel Delay Analysis

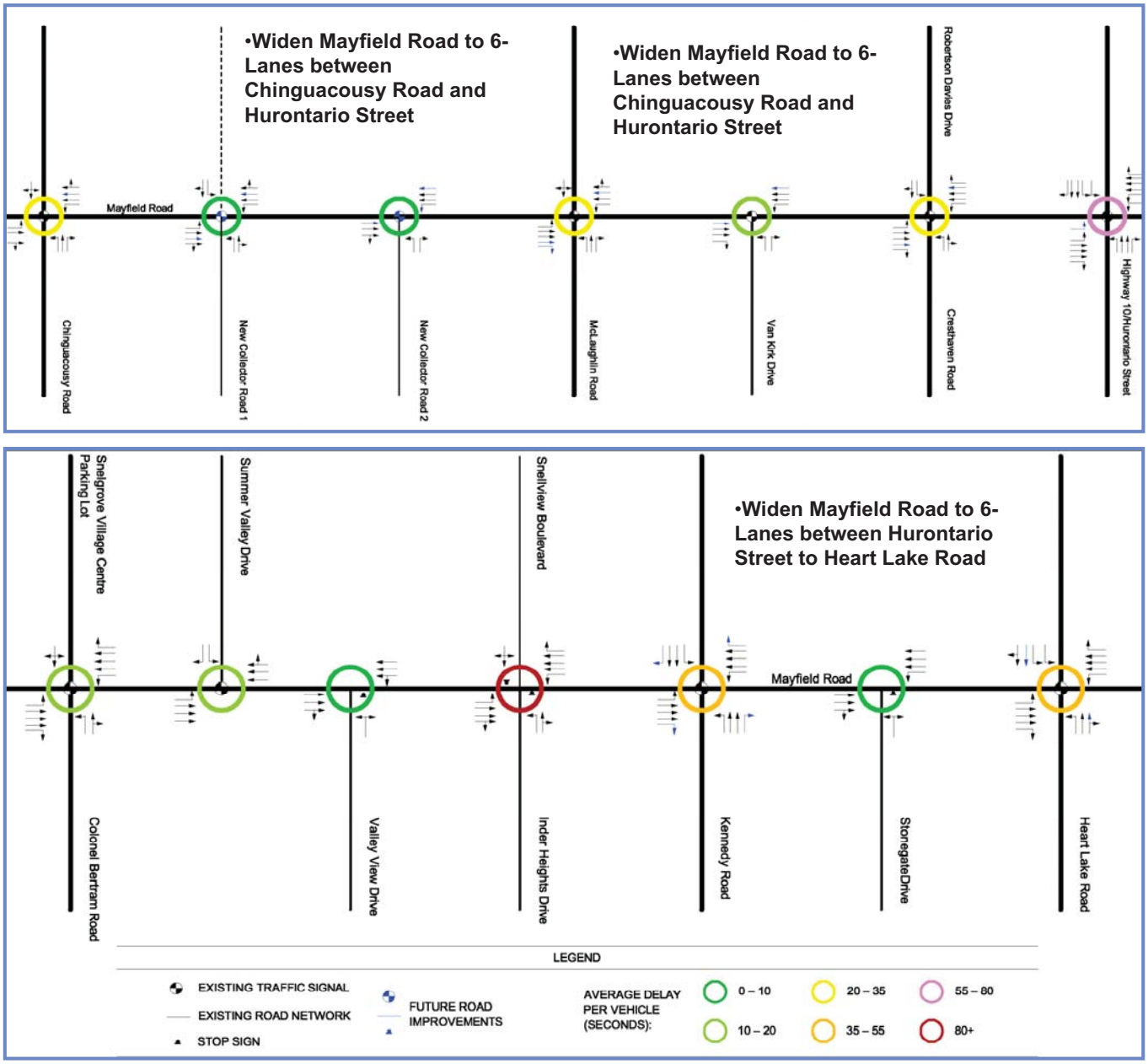




- **If no improvements are made along Mayfield Road (between Chinguacousy Road and Hurontario Street) by 2021, there will be insufficient capacity to accommodate traffic demand and vehicles will experience long delays. If no improvements are made the operational characteristics of the intersections will be worse by 2031.**

FUTURE TRAFFIC CONDITIONS

2031 Capital Project Improvements Travel Delay Analysis



- The recommended roadway improvements in conjunction with improvements identified in the capital works programs of Peel, Brampton and Caledon and improvements to intersections along Mayfield Road, will ensure an improved level of service. Intersection operations will improve significantly (compared to the 2031 Do Nothing Alternative.)

TRAFFIC SAFETY

- The five-year analysis (January 2005 and December 2009) indicates that Mayfield Road, from Chinguacousy Road to Heart Lake Road is performing relatively well from a safety perspective.

- An urban cross section includes increased roadway lighting and enhances driver safety.

- Some specific areas can be improved; however safety is not the primary determining factor for making improvements to the roadway.

OPPORTUNITIES

Transit

- Improved transit service will help to alleviate roadway congestion.
- Bus services are currently provided along Mayfield Road between Van Kirk Drive and Robertson Davies Drive / Cresthaven Road and Hurontario Street and Kennedy Road by Brampton Transit.
- The City of Brampton's Transportation and Transit Master Plan has identified that improvements to transit service and transit infrastructure components will be required by 2016 and 2021.

OPPORTUNITIES

➔Cycling

- Provision of active transportation infrastructure to encourage other modes of transportation
- Bicycle detection at intersections

➔Pedestrians

- Sidewalks and multi-use trails to promote pedestrian movement and help to alleviate roadway congestion
- Roadway ladder crossing markings and countdown signals to be implemented at all signalized intersections

The Region of Peel's
Active Transportation Study

The Active Transportation Study has recommended a multi-use trail and sidewalk along the corridor.

OPPORTUNITIES

➔Geometrics

- Opportunities exist to improve roadway geometrics at locations along the corridor.

- Road geometrics will be designed to accommodate larger vehicles such as farm equipment.

PROBLEM / OPPORTUNITY STATEMENT

➔Problem :

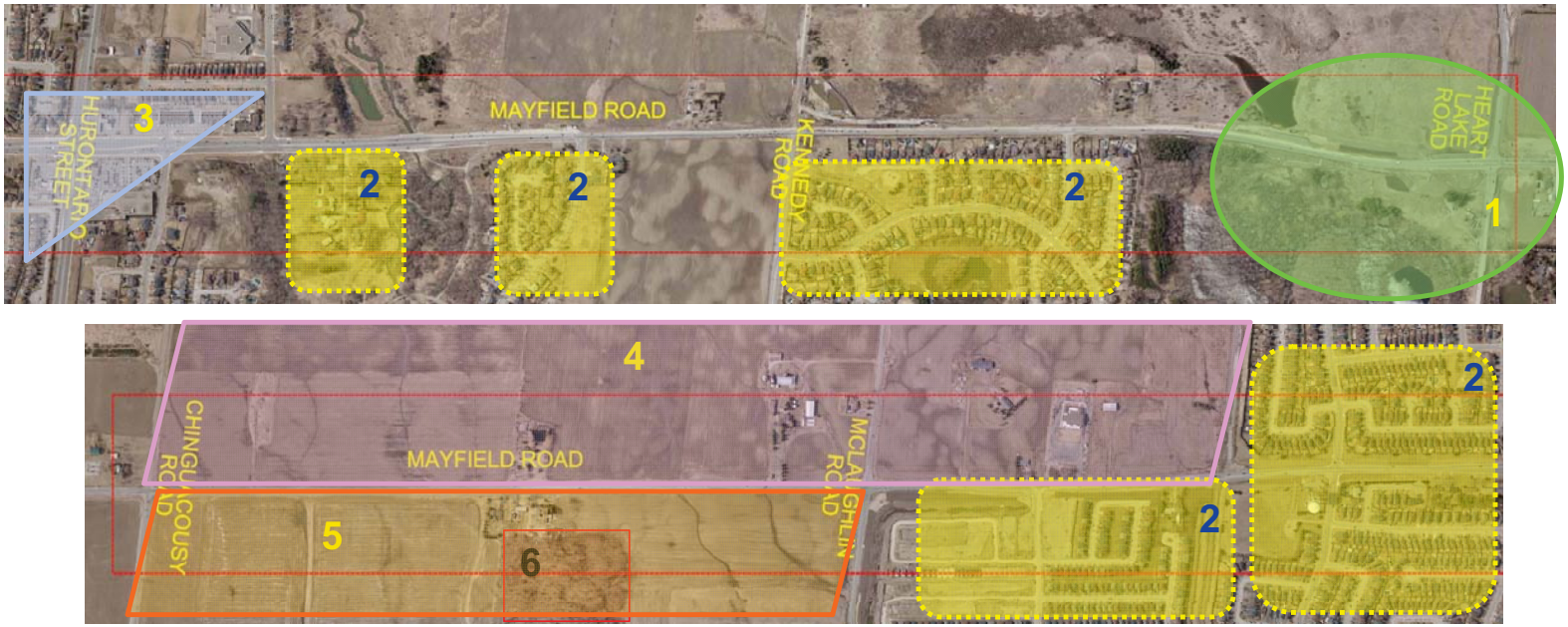
As presently configured, Mayfield Road will not have sufficient capacity to accommodate anticipated traffic volumes by the Planning Horizon Year of 2031.

➔Opportunities exist to:

- Update roadway geometrics (i.e. reconstruct and widen the roadway), promote alternative methods of transportation (such as transit initiatives), and integrate pedestrian and cycling facilities.

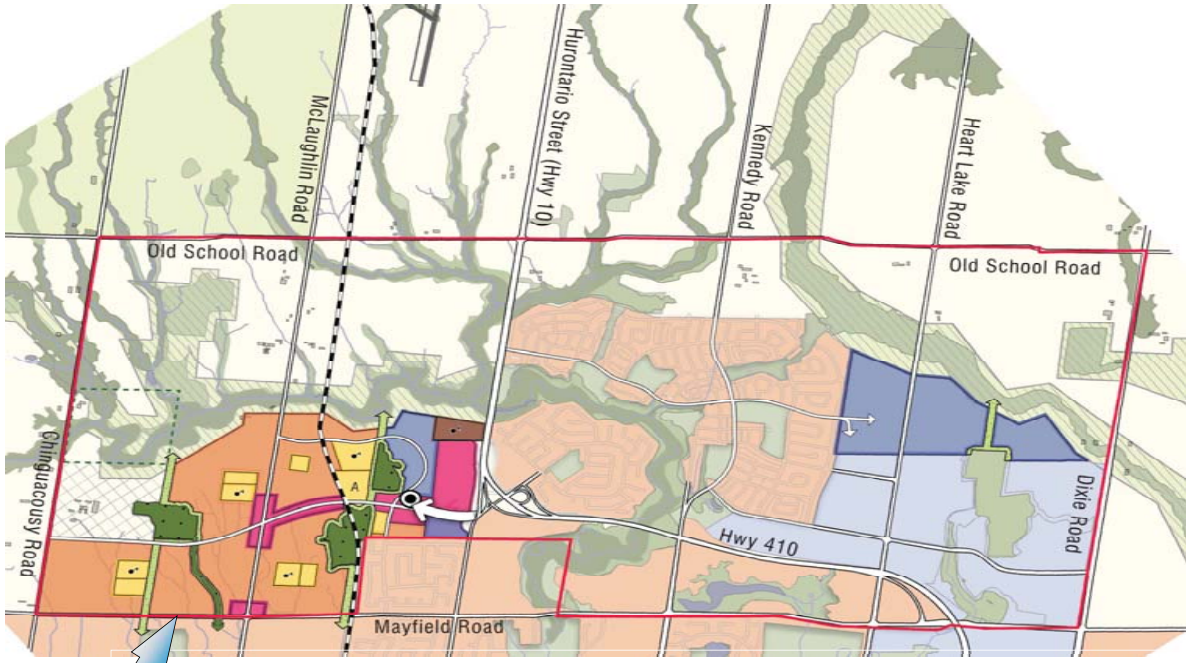
- Opportunities exist to incorporate streetscaping to reflect current Peel Region policies.

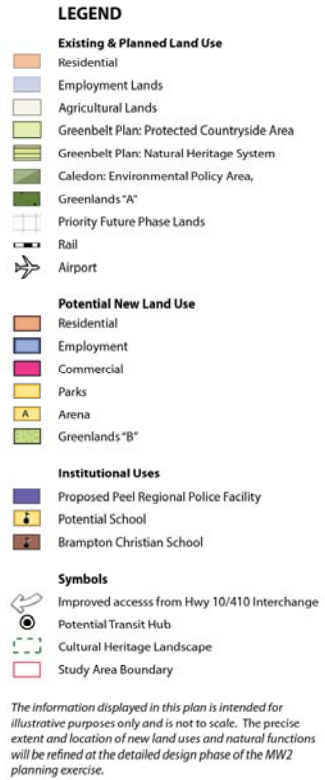
LAND USE - EXISTING



1. Heart Lake Conservation Area
2. Existing Community
3. Commercial Development
4. Mayfield West Secondary Plan Area for Urban Development
5. Mount Pleasant Community Urban Development Area
6. Woodland. Will require 10m buffer of no development activity.

LAND USE - PROPOSED





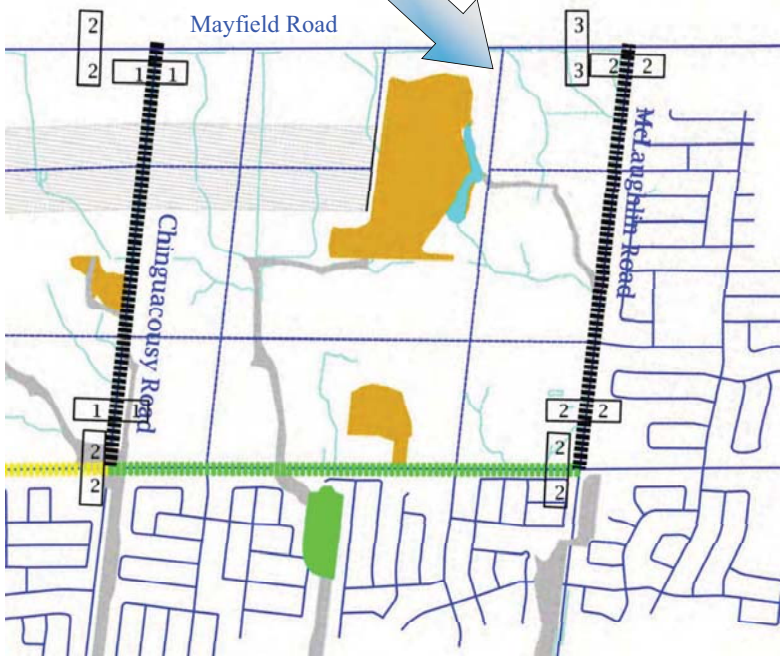
MAYFIELD WEST SECONDARY PLAN AREA
FOR URBAN DEVELOPMENT

GENIVAR

Mayfield Road
From Chinguacousy Road to Heart Lake Road
Class EA Study

Region of Peel
Working for you

LAND USE - PROPOSED



MOUNT PLEASANT COMMUNITY
URBAN DEVELOPMENT AREA

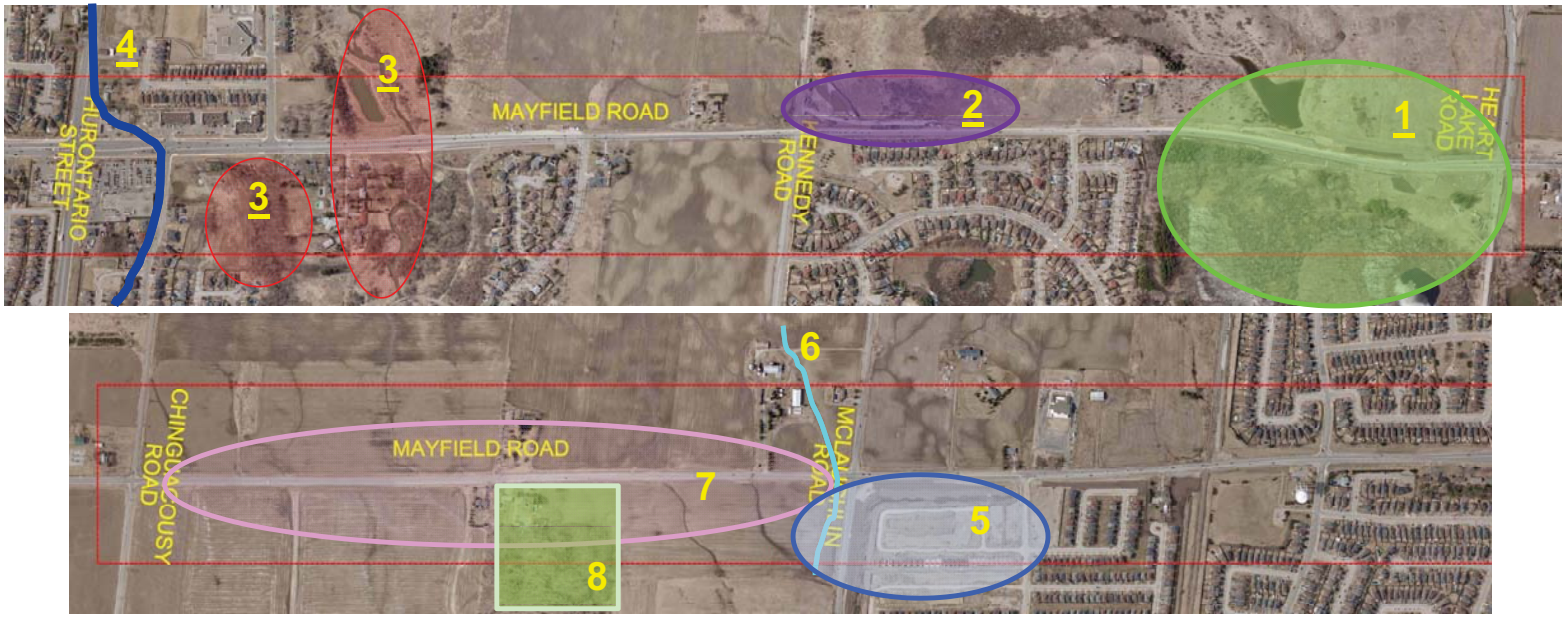
Legend

- Streets
- Railway
- Hydrology
- Collector Roads Network
- Green Belt
- Wet Sep05
- Park
- Alloa Cemetery
- Mount Pleasant GO Station
- Transit Supportive Land use
- Wetlands
- Valley Lands
- Woodlots
- Alignment Option
- Potential Collectors
- # Required Number of Lanes identified by Study

Planned Improvements

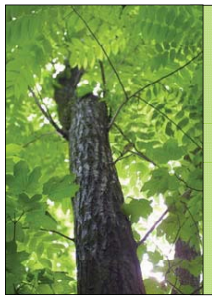
- Recently Completed/Under Construction
- Planned - 2009 (Widen to 4 Lanes)
- Planned - 2009 (Realignment and Paving)
- Planned - 2011 (Realignment and Paving)
- Planned - 2011 (Widen to 4 Lanes)
- Planned - 2012 (New 4 Lanes)
- Planned - 2014 (Widen to 4 Lanes)
- Planned - 2015 (New 4 Lanes)
- Planned - 2016 (Widen to 4 Lanes)

ENVIRONMENTALLY SENSITIVE AREAS



1. Heart Lake Conservation Area
2. Location of deep organic (Peat) deposits
3. Etobicoke Creek & associated significant valleylands
4. Approximate Watershed Boundary separates Toronto & Region Conservation Authority & Credit Valley Conservation
5. Modified channel with medium level of constraints
6. Watercourse (Fletcher's Creek) with defined channel
7. Intermittent streams crossing Mayfield Road – Fletcher's Creek
8. Significant Woodland (defined by Peel Region due to size). Will require 10m buffer of no development activity.

SPECIES AT RISK



Butternut Trees

- Potential presence in Heart Lake Conservation Area (**1**), along Etobicoke Creek (**2**) and in woodland (**3**). However, none were noted within the ROW

Redside Dace

Present in Fletcher's Creek, however numerous watercourses (**4**) crossing Mayfield Road are intermittent and blocked by road work/stormwater ponds, which limits potential for Redside Dace to be present in study area

Bobolink

Potential to be present in agricultural fields (**4**). However, none were noted within the ROW

ENVIRONMENTAL FEATURES

Archaeology

- Mayfield Road right-of-way does not retain archaeological potential due to previous disturbances
- Some sections of land beyond the limits of the right-of-way exhibit archaeological potential and may require a Stage 2 Archaeological Assessment

Cultural Heritage Landscapes (CHL)*

- 8 Cultural Heritage Landscapes exist which consist of 5 farm complexes*, 2 roadscapes* and 1 railscape*
- None of the CHL present are designated under the Ontario Heritage Act
- There are no Built Heritage Sites within the existing right-of-way

*Cultural Heritage Landscape:	a defined geographical area of heritage significance that has been modified by human activities.
*Farm complex:	2 or more buildings one of which must be a farmhouse or barn
*Roadscape:	2-lanes in width with absence of shoulders or narrow shoulder only, ditches, tree lines, bridges, culverts
*Railscape:	active or inactive railway lines or railway rights of way




ALTERNATIVE SOLUTIONS CONSIDERED

➔Do Nothing (base case)

- No improvements made to Mayfield Road. This represents the “status quo”.

➔Improve Transportation Systems Management (TSM)

- Provide improvements by improving traffic signal operations, intelligent transportation system solutions and/or add queue jump signals for transit.

➔Improve Travel Demand Management (TDM)

- Promote transit and active transportation initiatives.

➔Improve Parallel Roadways

- Adding additional lanes and improving traffic signal operations on parallel roadways to attract traffic away from the Mayfield Road corridor.

➔Improvements Along Mayfield Road

- Provide improvements by widening Mayfield Road, adding dedicated turning lanes, improve traffic signal operations, and incorporating TSM and TDM measures.

ALTERNATIVE SOLUTIONS EVALUATION CRITERIA

The following evaluation criteria were developed to compare the various Alternative Solutions:

➔ Technical

- Does the solution address the Problem Statement?
- Is there potential to incorporate the Opportunities?

➔ Natural Environment

- What are the impacts to existing aquatic habitats?
- What are the impacts to existing terrestrial habitats?
- What are the impacts to existing vegetation?
- What are the hydrogeological impacts?

➔ Social and Cultural

- What will be the impacts to the existing land use?
- What will be the impacts to the existing noise levels?
- Will there be impacts to the air quality?
- Will access to Mayfield Road be affected?
- Will property be required to implement the solution?
- What are the potential archaeological effects?
- Will Built Heritage be affected?

➔ Financial

- What are the related implementation costs?
- What are the related maintenance costs?

ASSESSMENT OF ALTERNATIVE SOLUTIONS

- **Do Nothing (base case)**
  - The "do nothing" alternative solution does not address the problem and does not present any opportunities to improve conditions. It will be used as a baseline measurement for which all other alternative solutions will be compared.

- **Improve Transportation Systems Management (TSM)**
  - On its own, it does not fully address the Problem, and has a low potential to incorporate the Opportunities. It should be incorporated as part of the recommended alternative solution.

- **Improve Travel Demand Management (TDM)(TDM)**
  - On its own, it does not fully address the Problem and has no potential to incorporate any Opportunities. TDM initiatives should be included to help promote alternative methods of transportation to help alleviate congestion.

- **Improve Parallel Roadways (includes improvements by other agencies, e.g. GTA West)**
  - May not address the Problem; may have higher impacts to the environment and has no potential to incorporate the Opportunities.

- **Improvements Along Mayfield Road**
  - Can potentially address the Problem, and has the potential to incorporate the Opportunities.

EVALUATION OF ALTERNATIVE SOLUTIONS

CATEGORIES OF CONSIDERATION	CRITERIA	ALTERNATIVE SOLUTIONS				
		Alternative Solution # 1 Do Nothing	**Alternative Solution # 2 Improve Transportation Systems Management**	**Alternative Solution # 3 Improve Travel Demand Management (TDM)**	**Alternative Solution #4 Improve Parallel Roadways**	**Alternative Solution # 5 Improvements Along Mayfield Road**
	DEFINITIONS	No improvements made to the intersection. This represents the "status quo".	Provide improvements by improving traffic signal operations, and/or add queue jump signals for transit.	Promote transit and active transportation initiatives.	Improve parallel roadways means adding additional lanes and improving traffic signal operations on parallel roadways to attract traffic away from the corridor.	Provide improvements by widening Mayfield Road, adding turning lanes, improve traffic signal operations, and/or add queue jump signals for transit at intersections.
TECHNICAL	Potential to accommodate the projected traffic demand.	▪ Won't accommodate projected traffic demand.	▪ Minor improvements to capacity as improvements may help reduce rate of increase in traffic congestion. ▪ Traffic demand and congestion from developments within corridor will continue to increase.	▪ Potential reduction in demand as improvements may help reduce rate of increase in traffic congestion. ▪ Traffic demand and congestion from developments within corridor will continue to increase.	▪ Accommodates projected traffic demands.	▪ Accommodates projected traffic demands.
	Potential for improving traffic safety.	▪ Traffic demand and congestion will increase over time without modifications to operation of intersection. ▪ Traffic safety will decrease over time (greater potential for accidents and injuries) with no improvements.	▪ Traffic demand and congestion expected to increase ▪ Traffic safety will decrease over time (greater potential for accidents and injuries) ▪ Marginally better than Alternative #1	▪ Traffic demand and congestion expected to increase. ▪ Traffic safety will decrease over time (greater potential for accidents and injuries) with this alternative. ▪ Marginally better than Alternative #1.	▪ Mayfield Road currently performs well from traffic safety perspective. ▪ Volumes of traffic expected to use parallel roadways thus traffic safety within the corridor not expected to deteriorate. ▪ Opportunity to improve traffic safety on parallel roadways exists.	▪ High potential to improve traffic safety.
	Potential for incorporating improvements for cyclists, pedestrians, transit, and streetscaping.	▪ No improvements for cyclist, pedestrians, transit and streetscaping.	▪ Does not allow for incorporation of improvements for cyclist, pedestrians, and streetscaping. ▪ Does improve transit movement through the corridor.	▪ Does not allow for incorporation of improvements for cyclist, pedestrians, transit and streetscaping.	▪ Does not allow for incorporation of improvements for cyclist, pedestrians, transit and streetscaping on Mayfield Rd but on parallel roadways instead	▪ Allows for incorporation of improvements for cyclist, pedestrians, transit and streetscaping.
Technical Summary		▪ Technical issues not addressed	▪ Technical issues not addressed	▪ Technical issues not addressed	▪ Addresses some technical issues	▪ Addresses technical issues

Preferred **Neutral** **Not Preferred**

EVALUATION OF ALTERNATIVE SOLUTIONS

CATEGORIES OF CONSIDERATION	CRITERIA	ALTERNATIVE SOLUTIONS				
		Alternative Solution # 1 Do Nothing	**Alternative Solution # 2 Improve Transportation Systems Management**	**Alternative Solution # 3 Improve Travel Demand Management (TDM)**	**Alternative Solution #4 Improve Parallel Roadways**	**Alternative Solution # 5 Improvements Along Mayfield Road**
	DEFINITIONS	No improvements made to the intersection. This represents the "status quo".	Provide improvements by improving traffic signal operations, and/or add queue jump signals for transit.	Promote transit and active transportation initiatives.	Improve parallel roadways means adding additional lanes and improving traffic signal operations on parallel roadways to attract traffic away from the corridor.	Provide improvements by widening Mayfield Road, adding turning lanes, improve traffic signal operations, and/or add queue jump signals for transit at intersections.
NATURAL ENVIRONMENT	Potential for altering existing watercourses	▪ No changes to existing watercourses since no construction is required.	▪ Low potential for altering watercourses since improvements could be undertaken on existing roadways with minimal additional construction required	▪ No changes to the existing watercourses since no construction is required.	▪ Moderate-high potential for altering existing watercourses since parallel roadways also have similar watercourse crossings that would be impacted (issue of Redside Dace would need to be addressed depending on roads utilized).	▪ Low-Moderate potential for altering existing watercourses since previous widening was completed to accommodate future construction of additional lanes in Etobicoke Creek area and watercourses west of CPR have only intermittent flow (issue of Redside Dace would need to be addressed).
	Potential for short-term construction related effects on downstream surface water quality	▪ No construction related effects on downstream surface water quality.	▪ Low-moderate potential for construction related effects on downstream surface water quality.	▪ No construction related effects on downstream surface water quality.	▪ High construction related effects on downstream surface water quality but effects can be mitigated through design.	▪ Moderate-High related effects on downstream surface water quality. These effects can be mitigated through design.
	Potential for altering existing terrestrial features	▪ No effect to existing terrestrial features.	▪ Low potential for altering existing terrestrial features.	▪ No effect to existing terrestrial features.	▪ High impact to existing terrestrial features.	▪ Moderate-High impact to existing terrestrial features mainly west of Hurontario St.
Natural Environment Summary		▪ No impact since no construction activities required.	▪ Moderate impact with use of existing roadway.	▪ No impact since no construction activities required.	▪ High Impact from construction activities on parallel roadways.	▪ Moderate impact with use of existing roadway and structures.

Preferred **Neutral** **Not Preferred**

EVALUATION OF ALTERNATIVE SOLUTIONS

CATEGORIES OF CONSIDERATION	CRITERIA	ALTERNATIVE SOLUTIONS				
		Alternative Solution # 1 Do Nothing	**Alternative Solution # 2 Improve Transportation Systems Management**	**Alternative Solution # 3 Improve Travel Demand Management (TDM)**	**Alternative Solution #4 Improve Parallel Roadways**	**Alternative Solution # 5 Improvements Along Mayfield Road**
	DEFINITIONS	No improvements made to the intersection. This represents the "status quo".	Provide improvements by improving traffic signal operations, and/or add queue jump signals for transit.	Promote transit and active transportation initiatives.	Improve parallel roadways means adding additional lanes and improving traffic signal operations on parallel roadways to attract traffic away from the corridor.	Provide improvements by widening Mayfield Road, adding turning lanes, improve traffic signal operations, and/or add queue jump signals for transit at intersections.
SOCIAL/ CULTURAL ENVIRONMENT	Potential for short-term, construction related effects	▪ No short-term construction related effects.	▪ Low potential for short-term construction related effects.	▪ No short-term construction related effects.	▪ High potential for short-term construction related effects.	▪ High potential for short-term construction related effects.
	Potential short-term effects on accessing adjacent properties during construction	▪ No effect on accessing adjacent properties during construction since no physical improvements	▪ Low potential for accessing adjacent properties during construction since no physical improvements will be done	▪ No effect on accessing adjacent properties during construction since no physical improvements.	▪ Very high potential to affect accessing adjacent properties during construction since no physical improvements	▪ Moderate-High potential to affect accessing adjacent properties during construction since no physical improvements.
	Potential archaeology effects	▪ No effect to archaeological resources .	▪ Widening roadways to accommodate queue jump lanes has a low-moderate potential for impacts on archaeological resources.	▪ No effect to archaeological resources.	▪ High potential for impacts to archaeological resources if east-west roadways NORTH of Mayfield Rd are widened ▪ Low potential for impacts to archaeological resources if east-west roadways SOUTH of Mayfield Rd are widened.	▪ Low-moderate potential for impacts to archaeological resources beyond the Mayfield Rd ROW.
	Potential noise increases	▪ Minor noise increases related to increased traffic congestion (idling vehicles).	▪ Minor noise increases related to increased traffic congestion (idling vehicles).	▪ Minor noise increases related to increased traffic congestion (idling vehicles).	▪ Reduction in noise due to traffic using parallel roadways. ▪ Parallel roadways will have an increase in noise effects.	▪ Noise levels are expected to increase due to increased traffic volumes. Addition of TDM and TSM measures results in noise levels not anticipated to rise significantly.
	Potential for requiring private property	▪ No private property required.	▪ Low-moderate potential for requiring private property.	▪ No private property required.	▪ Very High potential for requiring private property.	▪ Moderate-High potential for private property.
Social/Cultural Environment Summary		▪ Minimal impact with no construction activities but congestion will increase over time.	▪ Moderate impact with minimal construction activities required but congestion will increase over time.	▪ Minimal impact with limited construction activities required but congestion will increase over time.	▪ High impact from construction activities required on parallel roads.	▪ Construction impacts but overall moderate impact with use of existing structures.

Preferred **Neutral** **Not Preferred**

EVALUATION OF ALTERNATIVE SOLUTIONS

CATEGORIES OF CONSIDERATION	CRITERIA	ALTERNATIVE SOLUTIONS				
		Alternative Solution # 1 Do Nothing	**Alternative Solution # 2 Improve Transportation Systems Management (TSM)**	**Alternative Solution # 3 Improve Travel Demand Management (TDM)**	**Alternative Solution #4 Improve Parallel Roadways**	**Alternative Solution # 5 Improvements Along Mayfield Road**
	DEFINITIONS	No improvements made to the intersection. This represents the "status quo".	Provide improvements by improving traffic signal operations, and/or add queue jump signals for transit.	Promote transit and active transportation initiatives.	Adding additional lanes and improving traffic signal operations on parallel roadways to attract traffic away from the corridor.	Provide improvements by widening Mayfield Road, adding dedicated turning lanes, improved traffic signal operations, and incorporating TSM and TDM measures.
Technical Summary						
Natural Environment Summary						
Social/Cultural Environment Summary						
Financial Summary						
Overall Summary						

Preferred **Neutral** **Not Preferred**

NEXT STEPS

- Study team will review PIC No. 1 comments
- The Preferred Solution will be confirmed
- Alternative Design Concepts will be identified
- Alternative Design Concepts will be evaluated
- The Recommended Design Concept will be evaluated
- PIC No. 2 will be held (Winter/Spring 2012)

THANK YOU

- Thank you for attending tonight's Public Information Centre.
- Please provide your comments either by filling out the comment sheet and placing in the comment box tonight, or by sending it by fax, email, or mail by **December 14, 2011.**
- You may also contact either of the following study team members for additional information:

Neal Smith, C.E.T.
Project Manager, Transportation Program Planning
Public Works, Region of Peel
Peel Region Headquarters
10 Peel Centre Drive,
Suite B, 4th Floor,
Brampton, ON L6T 4B9
Tel: (905) 791-7800 ext. 7866
Fax: (905) 791-1442
neal.smith@peelregion.ca

Ms. Angela Iannuzziello, P.Eng. F.E.C.
Consultant - Project Manager
GENIVAR
2800 Fourteenth Avenue, Suite 210
Markham, ON L3R 0E4
Tel: (905) 946-8900
Fax: (905) 940-4566
angela.iannuzziello@genivar.com

PIC 2

Municipal Class Environmental Assessment

Mayfield Road
Chinguacousy Road to
Heart Lake Road

Public Information Centre #2

Date: Wednesday, November 27, 2013

Time: 6:30 p.m. – 8:30 p.m.

Location: Peel Regional Police Association
Banquet Hall
10675 Mississauga Road
Brampton

Region of Peel
Working for you

1 Welcome to PIC #2

- Please sign in and take a comment sheet
- If you have questions, our team is available to help you
- Place your completed comment sheets in the Comment Box, or, send them to:

  Neal Smith
  Project Manager
  neal.smith@peelregion.ca

  by **Friday, December 13, 2013.**

Region of Peel
Working for you

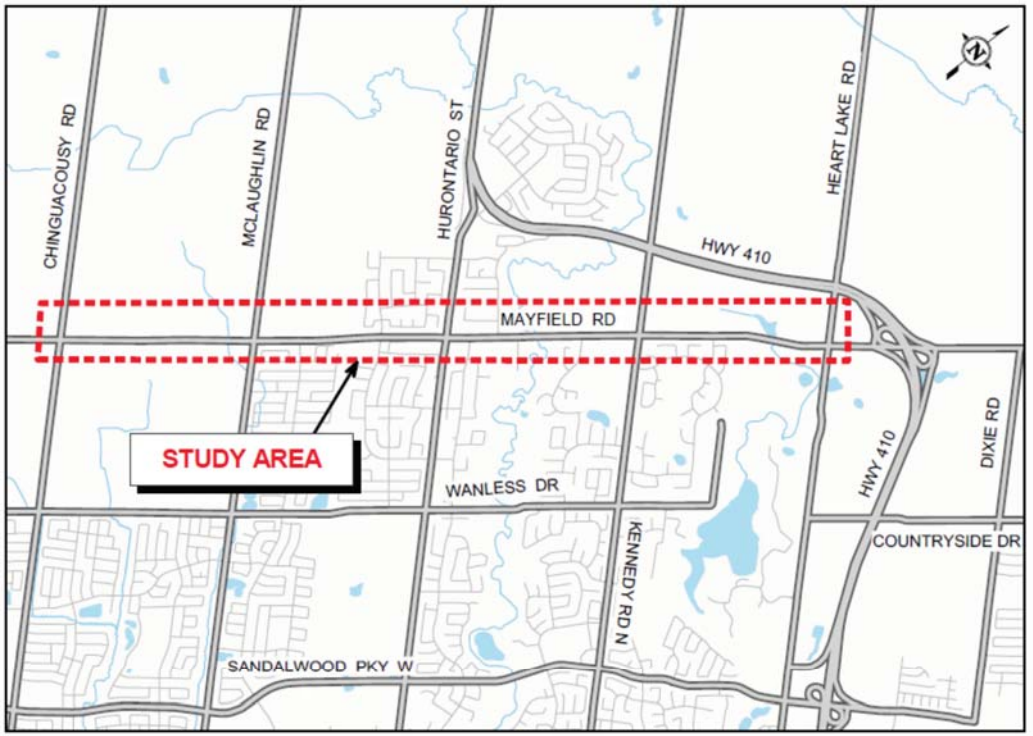
2 Purpose of PIC #2

The purpose of this Public Information Centre (PIC) is to:

- Explain the Municipal Class Environmental Assessment (EA) process
- Provide the background study information and present the action taken on the feedback received from PIC #1 in November 2011
- Present a summary of technical studies and assessments that have been completed following PIC#1
- Present a summary of the evaluation of alternative design concepts and present the preliminary recommended design
- Present the benefits, impacts and proposed mitigation of impacts for the preliminary recommended design concept
- Receive public comments and input on the alternative designs and Class EA process, and explain what will happen next

3 Study Area

- The study area is located between Chinguacousy Road and Heart Lake Road
- Mayfield Road is a major east-west arterial road and forms the boundary between the City of Brampton to the south and the Town of Caledon to the north



Region of Peel
Working for you

4 Municipal Class EA Process

Phases

Phase 1: Problem or Opportunity
- ☑ Identify and describe the problem and opportunities

Notice of Study Commencement

Phase 2: Alternative Solutions
- ☑ Identify alternative solutions to the problem
- ☑ Inventory the natural, social, economic & cultural environments
- ☑ Identify the impact of the alternative solutions after mitigation
- ☑ Evaluate the alternative solutions with consideration of environmental and technical impacts
- ☑ Identify a recommended alternative solution

PIC#1 November 30, 2011
- Needs and Justification
- Planning Alternative Solutions
- Evaluation of Planning Alternative Solutions
- Preliminary Recommended Solution

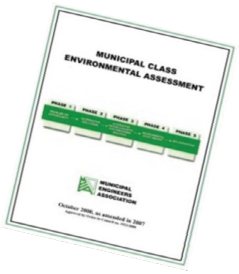
Phase 3: Alternative Design Concepts for the Preferred Solution
- ☑ **Confirm preference for recommended solution**
- ☑ **Identify alternative designs to implement the preferred solution**
- ☑ **Inventory the natural, social, economic & cultural environments**
- ☑ **Identify the impact of the alternative designs after mitigation**
- ☑ **Evaluate the alternative designs with consideration of the impacts (preliminary recommendation made)**
- ☑ **Confirm the recommended design concept**

PIC #2 November 27, 2013
- Alternative designs for the preferred solution
- Evaluation of alternative design concepts
- Preliminary recommended design concept

We are here

Phase 4: Environmental Study Report
- ❑ Complete an Environmental Study Report (ESR) which sets out all of the activities undertaken to date through Phases 1, 2 & 3
- ❑ Notify the public and government agencies of completion of the ESR and of the PART II Order provision in the EA Act
- ❑ Place ESR on public record for 30 calendar days for review

Notice of Study Completion and Filing the ESR



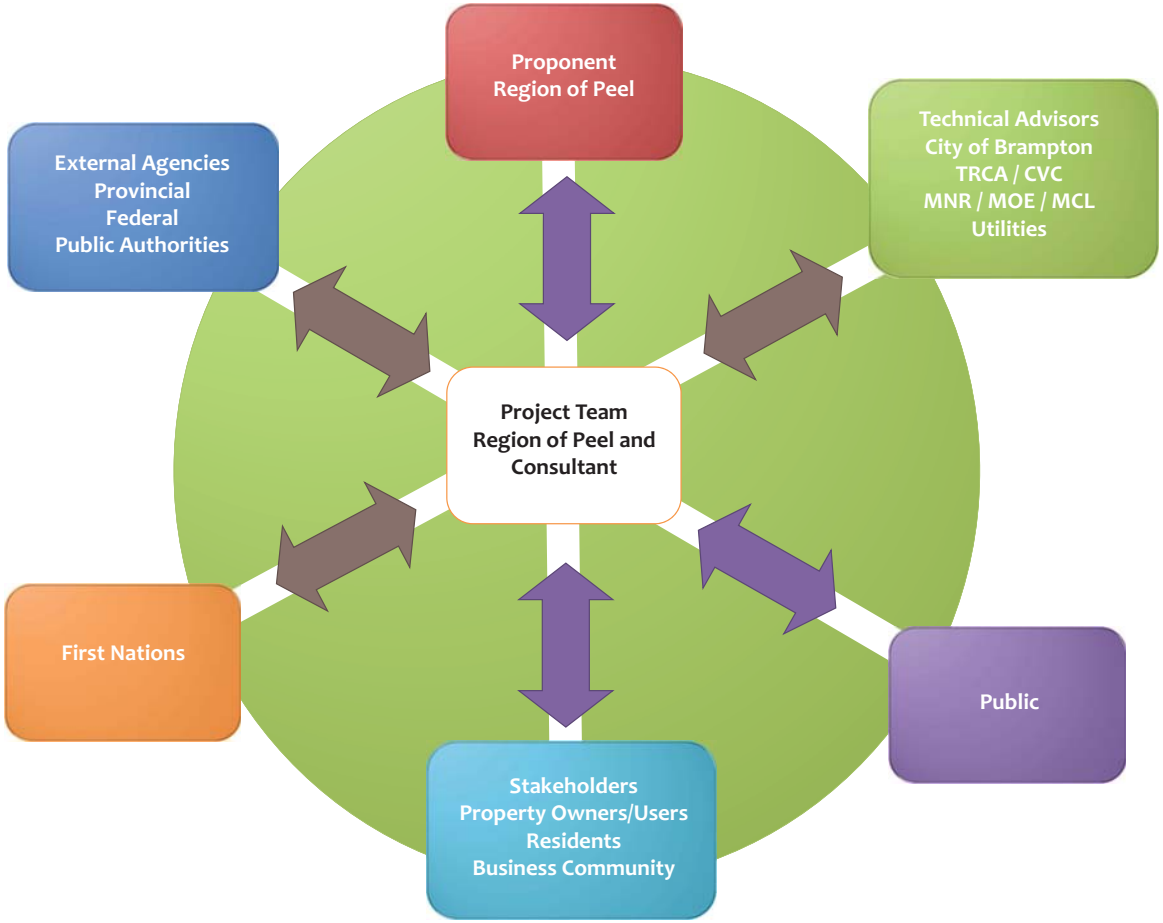
Phase 5: Implementation
- ❑ **Proceed to design and construction of the project**
- ❑ **Property acquisition and utility relocation**
- ❑ **Initiate construction as appropriate**
- ❑ **Monitor for environmental provisions and commitments**

Region of Peel
Working for you

5 Study Objectives and Organization

Study Objectives

- Identify problems and opportunities
- Develop planning alternative solutions and a preferred solution
- Develop and evaluate design concepts for the preferred solution
- Complete a functional design for the preferred concept
- Prepare a formal Environmental Study Report (ESR) documenting the study findings and recommendations



Region of Peel
Working for you

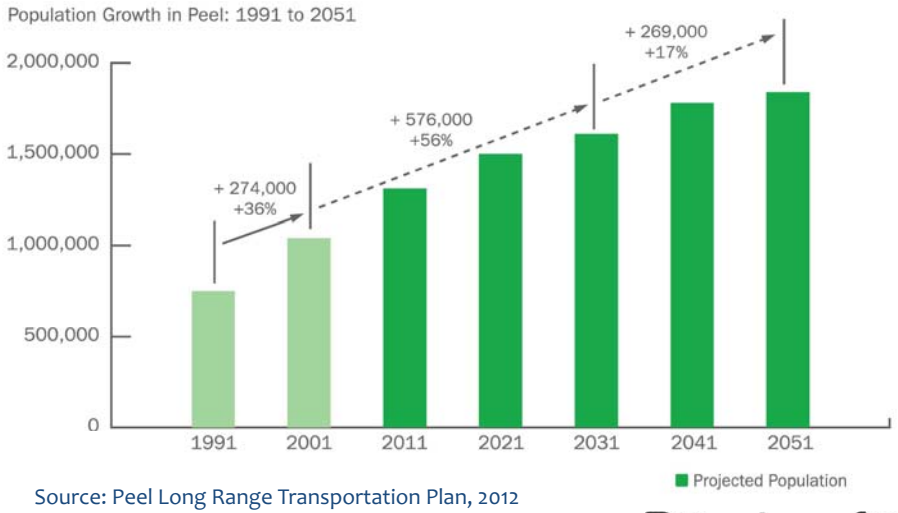
6 Project Background

The Region of Peel is undertaking this Class Environmental Assessment (EA) to:

- Examine traffic operations and safety
- Review existing and future traffic requirements along the Mayfield Road corridor between Chinguacousy Road and Heart Lake Road for 2031

- Mayfield Road is a two lane road with a rural cross-section west of Hurontario Street and a four lane road with an urban cross-section east of Hurontario Street. Mayfield Road widens to a six-lane road as it approaches Heart Lake Road.

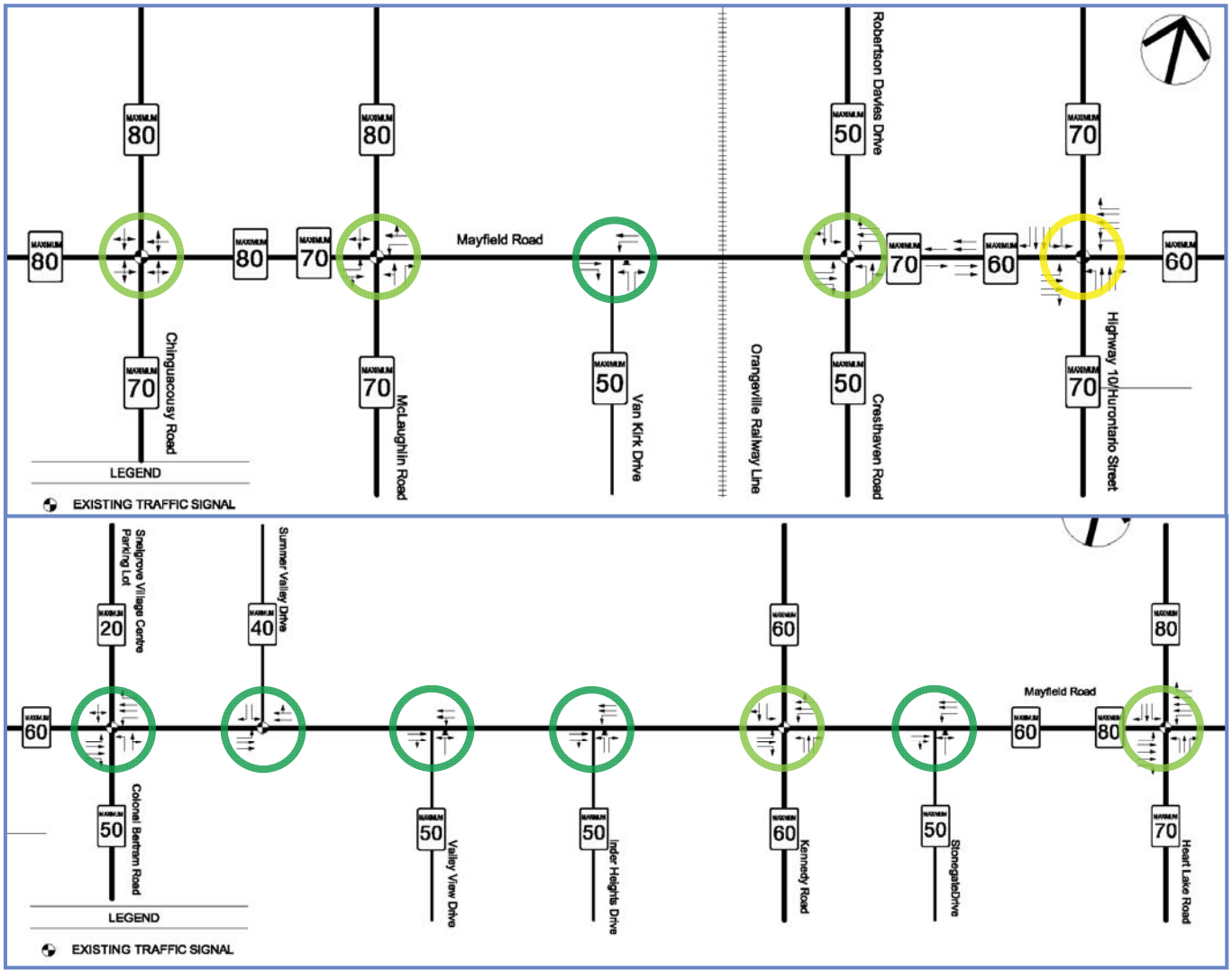
- The Region of Peel has the second highest rate of growth (56% from 2001 to 2031) in the Greater Toronto Area. This growth is anticipated to continue.



Source: Peel Long Range Transportation Plan, 2012

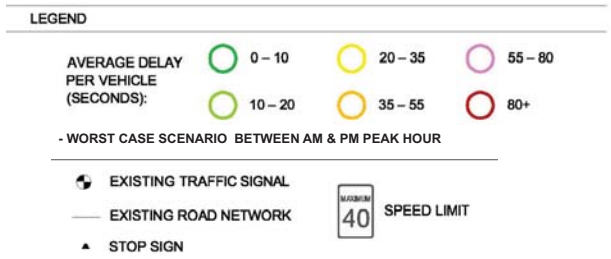
Region of Peel
Working for you

7 Existing Traffic Conditions



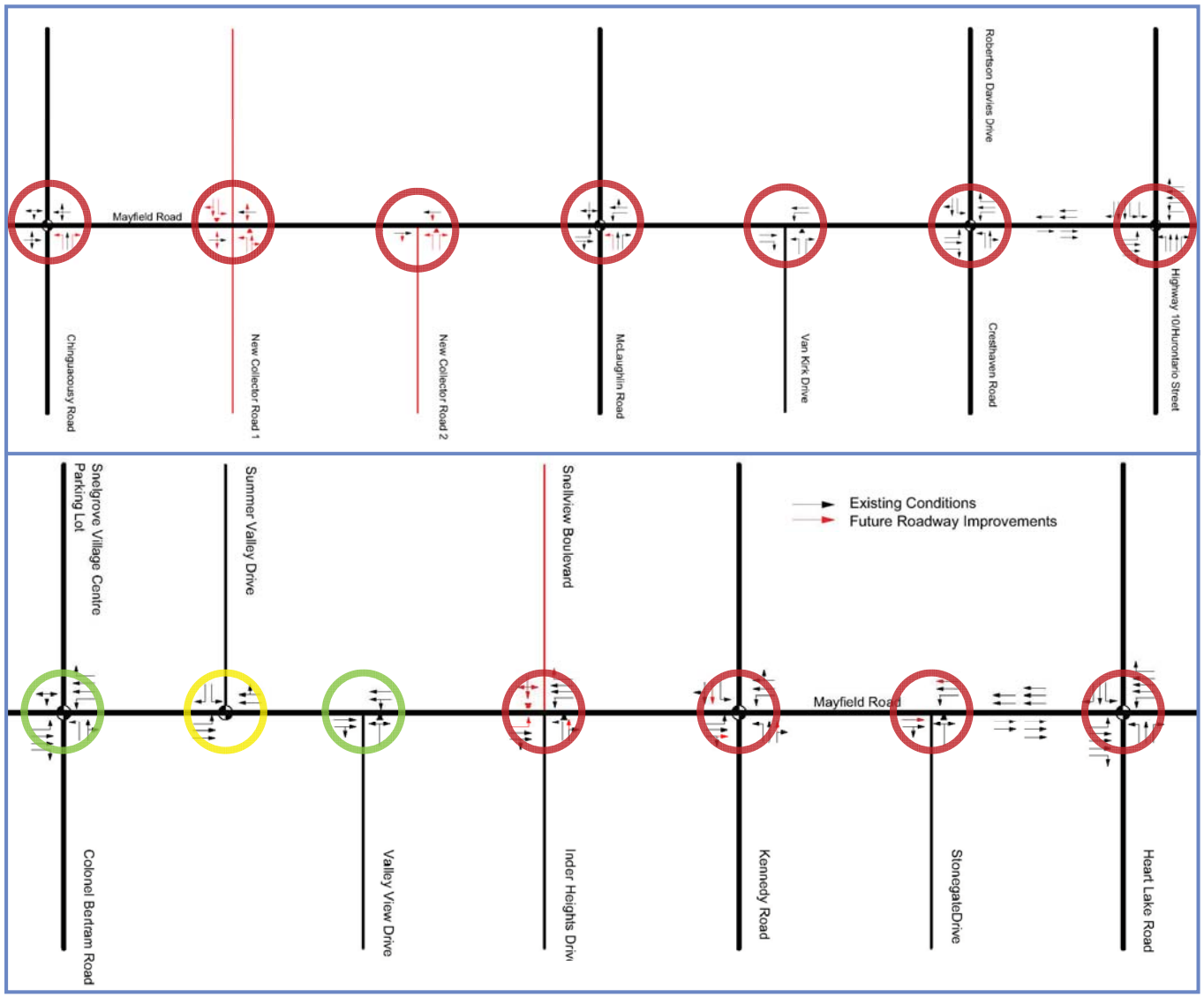
Existing Travel Delay Analysis

The capacity analysis shows that under existing conditions all signalized and unsignalized intersections have good operational characteristics with low delays and reserve capacity



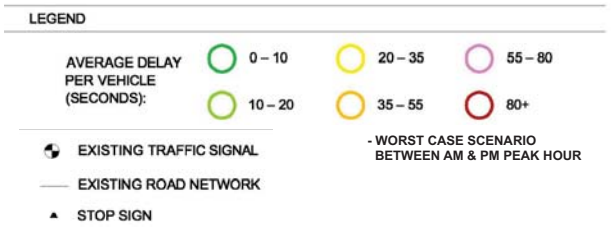
Region of Peel
Working for you

8 Future Traffic Conditions



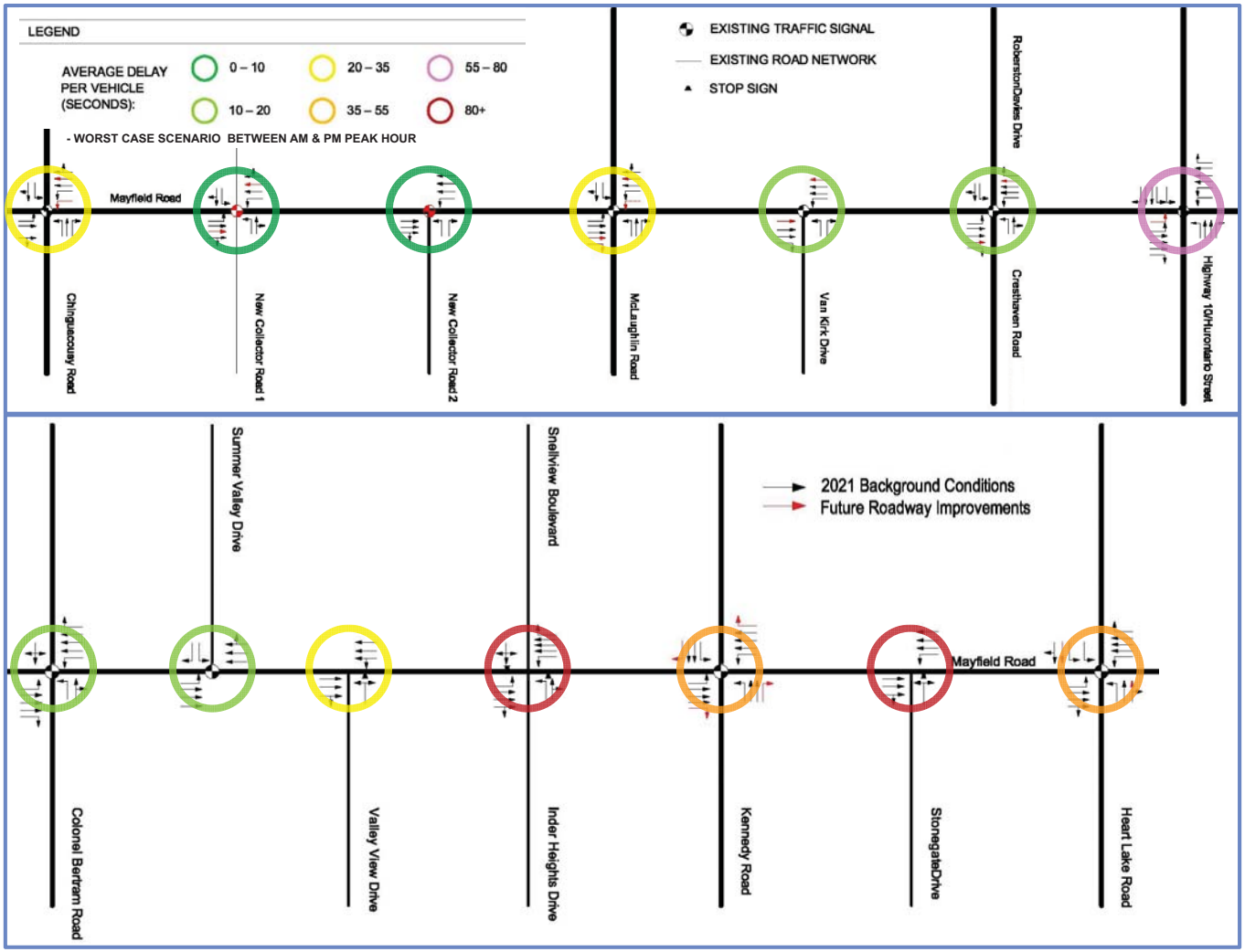
2031 Do Nothing Travel Delay Analysis

If no improvements are made along Mayfield Road (between Chinguacousy Road and Hurontario Street) by 2021, there will be insufficient capacity to accommodate traffic demand and vehicles will experience long delays. The operational characteristics of the intersections will worsen by 2031.



Region of Peel
Working for you

9 Future Traffic Conditions



2031 Capital Project Improvements Travel Delay Analysis

The recommended roadway improvements together with improvements identified in the capital works programs at the Region of Peel, City of Brampton and Town of Caledon and improvements to intersections along Mayfield Road, will ensure an improved level of service. Intersection operations will improve significantly (compared to the 2031 Do Nothing Alternative).

Region of Peel
Working for you

10 Traffic Safety

- The five year analysis indicates that Mayfield Road from Chinguacousy Road to Heart Lake Road is performing relatively well
- An urban cross section includes increased roadway lighting and enhances driver safety
- Some specific areas can be improved, however, safety is not the primary determining factor for making improvements to the roadway

11 Problem/Opportunity Statement

Problem

As presently configured, Mayfield Road does not have sufficient capacity to accommodate anticipated traffic volumes by the Planning Horizon Year of 2031

Opportunities

- To reconstruct and widen the roadway, promote transit initiatives and integrate pedestrian and cycling facilities

- To incorporate streetscaping to reflect current Region of Peel policies

12 Preferred Planning Solution

Based on consultation with the community and agencies and following review of technical studies, the Region of Peel has confirmed the recommended planning solution:

A combination of transit service improvements, travel demand management and widening of Mayfield Road with intersection improvements to increase capacity

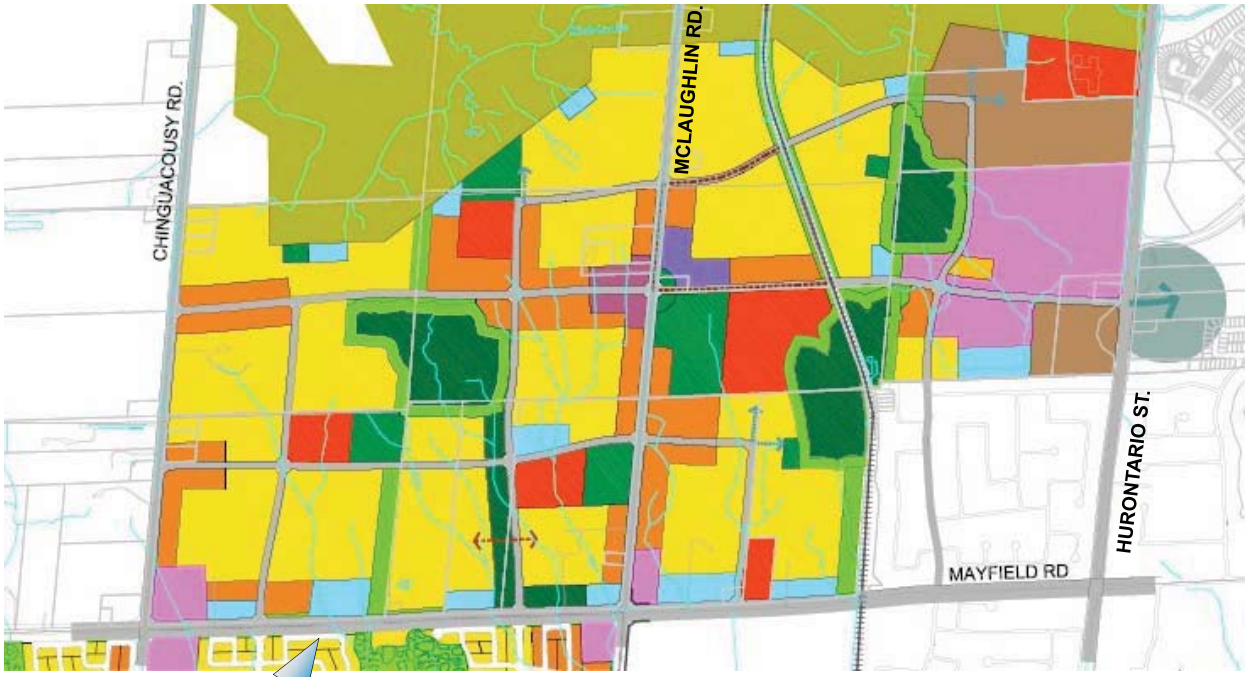
The preferred planning solution best addresses the problem statement developed for Mayfield Road corridor, while minimizing environmental impacts.

13 Existing Land Use

1. Mayfield West Secondary Plan Area for Urban Development
2. Mount Pleasant Community Urban Development Area
3. Woodland - will require 10m buffer of no development activity
4. Existing Community
5. Commercial Development
6. Heart Lake Conservation Area

Region of Peel
Working for you

14 Proposed Land Use



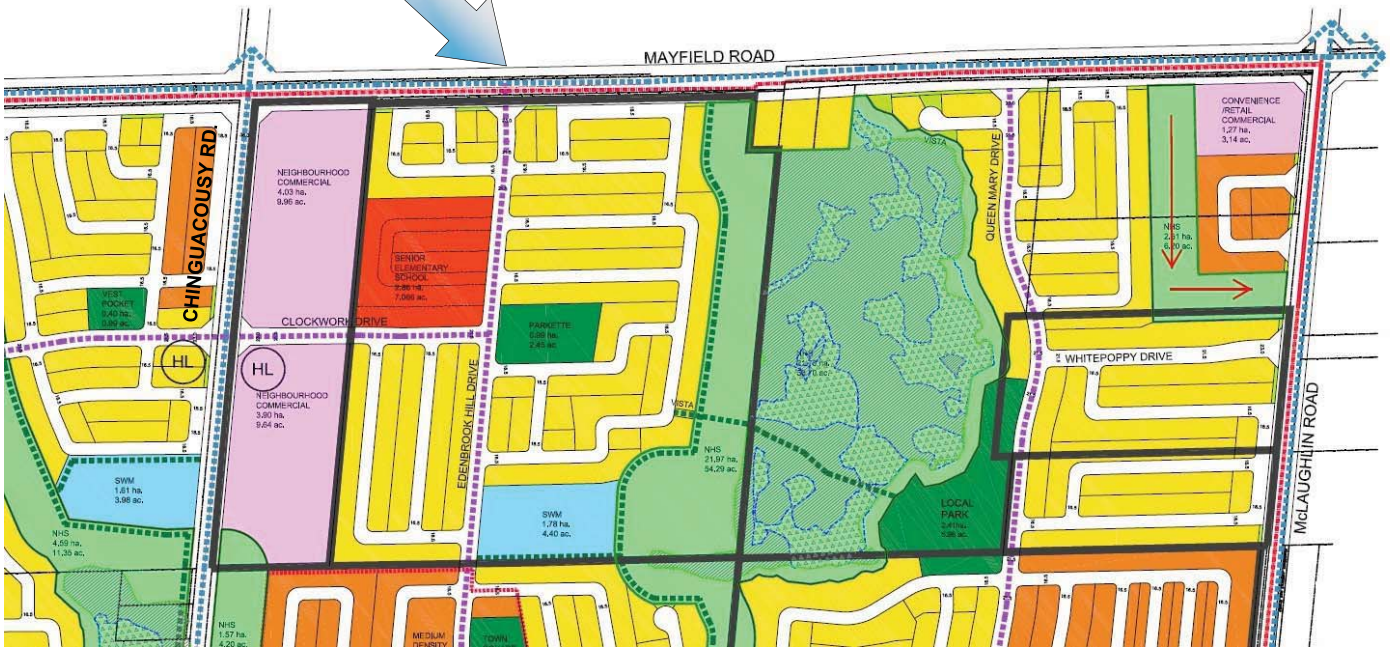
LEGEND:

- COMMERCIAL
- EMPLOYMENT
- LOW DENSITY (SINGLE / SEMI–DETACHED)
- MEDIUM DENSITY (TOWNHOUSE)
- HIGH DENSITY (CONDOS / APARTMENT)
- LIVE–WORK UNITS
- PL — PEEL REGION POLICE FACILITY
- S — ELEMENTARY SCHOOL (PD – Peel District) (DP – Dufferin–Peel)
- SS — SECONDARY SCHOOL (PD – Peel District)
- P — PARK
- RF — RECREATION FACILITY
- SWM — STORMWATER FACILITY
- TRANSIT HUB
- CH — EXISTING CHURCH
- GREENLANDS A
- GREENLANDS B
- DESIGNATED GREENBELT
- POTENTIAL LOCAL ROAD CROSSING
- LOCAL ROAD EXTENSION
- SPECIAL CHARACTER AREA (SENIORS LIVING / ADULT LIFESTYLE)
- PROPOSED FUTURE MODIFIED INTERCHANGE

Mayfield West Secondary Plan Area
for urban development

Region of Peel
Working for you

15 Proposed Land Use



LEGEND

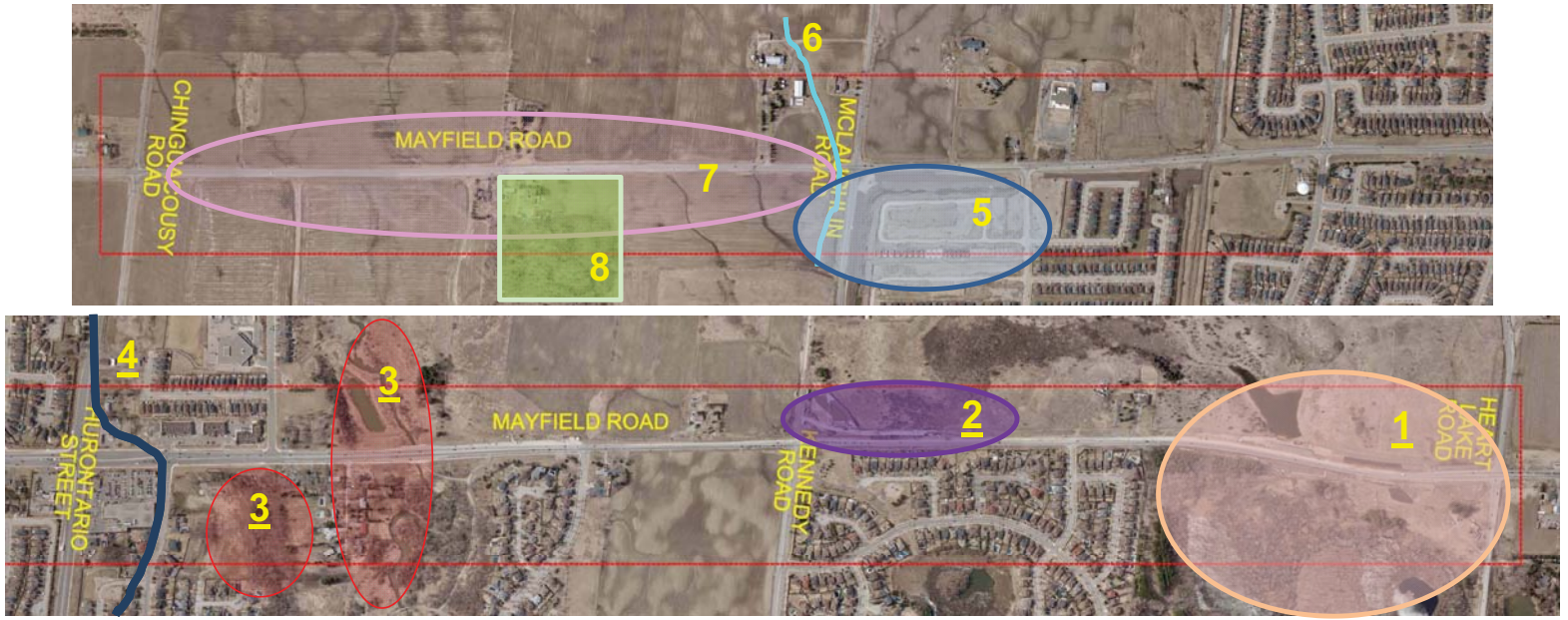
- BOUNDARY OF BLOCK PLAN AREA 51-2
- NODE BOUNDARY
- PARTICIPATING PROPERTIES
- LOW / MEDIUM DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- COMMERCIAL
- SWM PONDS
- INSTITUTIONAL
- PARKS/ VEST POCKETS/ PARKETTES/ TOWN SQUARE
- OPEN SPACE (NHS)/BUFFERS
- HL — HERITAGE LISTED RESOURCE
- NATURAL HERITAGE SYSTEM (NHS)
  - NHS CHANNELS / BUFFERS
  - NHS WETLANDS
  - NHS WOODLANDS
- MULTI-USE PATH WITHIN BLVDS. (CLASS 1) (AS PER OFFICIAL PLAN / CITY WIDE PATHWAY NETWORK)
- ON-STREET BIKE LANE (CLASS 2)
- POTENTIAL SIGNED BIKE ROUTE (CLASS 3)
- GREEN SYSTEM TRAIL (MULTI-USE PATH) (REFLECTS CHANNEL ALIGNMENT VIGNETTES)

Mount Pleasant Community
urban development area

Region of Peel
Working for you

16 Natural Environment

Environmentally Sensitive Areas



1. Heart Lake Conservation Area
2. Location of deep organic (Peat) deposits
3. Etobicoke Creek and associated significant valleylands
4. Approximate Watershed Boundary separates Toronto and Region Conservation Authority and Credit Valley Conservation
5. Modified channel with medium level of constraints
6. Watercourse (Fletcher's Creek) with defined channel
7. Intermittent streams crossing Mayfield Road – Fletcher's Creek
8. Significant Woodland (defined by Region of Peel due to size) will require 10m buffer of no development activity

Region of Peel
Working for you

17 Species at Risk

Butternut Trees

Potential presence in:

- Heart Lake Conservation Area (1)
- along Etobicoke Creek (2)
- in woodland (3)

None were noted within the right-of-way

Redside Dace

Present in Fletcher's Creek, however numerous watercourses (4) crossing Mayfield Road are intermittent and blocked by road work/stormwater ponds, which limits potential for Redside Dace to be present in study area

Bobolink

Potential to be present in agricultural fields (4)

None were noted within the right-of-way

Region of Peel
Working for you

18 Feedback Received from PIC #1

Comment / Concern	Response
Concern regarding the number of mid-block intersections between Chinguacousy Road and McLaughlin Road	Additional roundabout study was undertaken to identify if a roundabout could be utilized to minimize the number of signalized intersections
Region of Peel Goods Movement Working Group has recommended that no more than one additional intersection be signalized	Signalization will be based upon traffic requirements and recommendations
Would like to know when the widening of Mayfield Road between Chinguacousy Road and McLaughlin Road is slated to begin	Widening would begin once the EA is completed and the detail design is completed. If widening is recommended, construction start is the Horizon Year 2021
Would like to know the extent of the widening	Proposed widening is 6-lanes to accommodate future traffic
Would like to know if the woodlot south of property will be protected	Woodlot will not be affected by work on Mayfield Road
Would like to know the extent of the Mount Pleasant development within the context of the improvements to Mayfield Road	Directed to Region of Peel website to obtain additional information

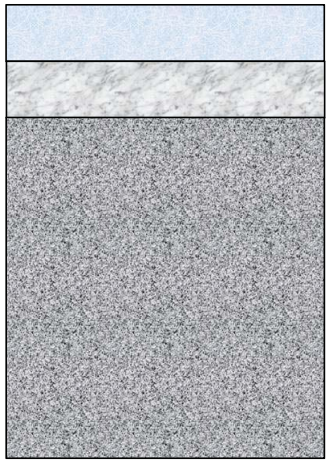
19 Recommended Pavement

Recommendations for Road Widening and Road Reconstruction

- Depending on the conditions of the existing roadway pavement on Mayfield Road, some sections will undergo full depth asphalt and granular removal, and other sections will only have the surface asphalt milled

- The new pavement structure for road widening and road reconstruction will have the composition as shown in the figure at the right

- Groundwater was below a depth of 3m except for the wetland areas where the groundwater level is assumed to coincide with the ground surface of the wetland. Groundwater level will not be affected by the pavement structure.



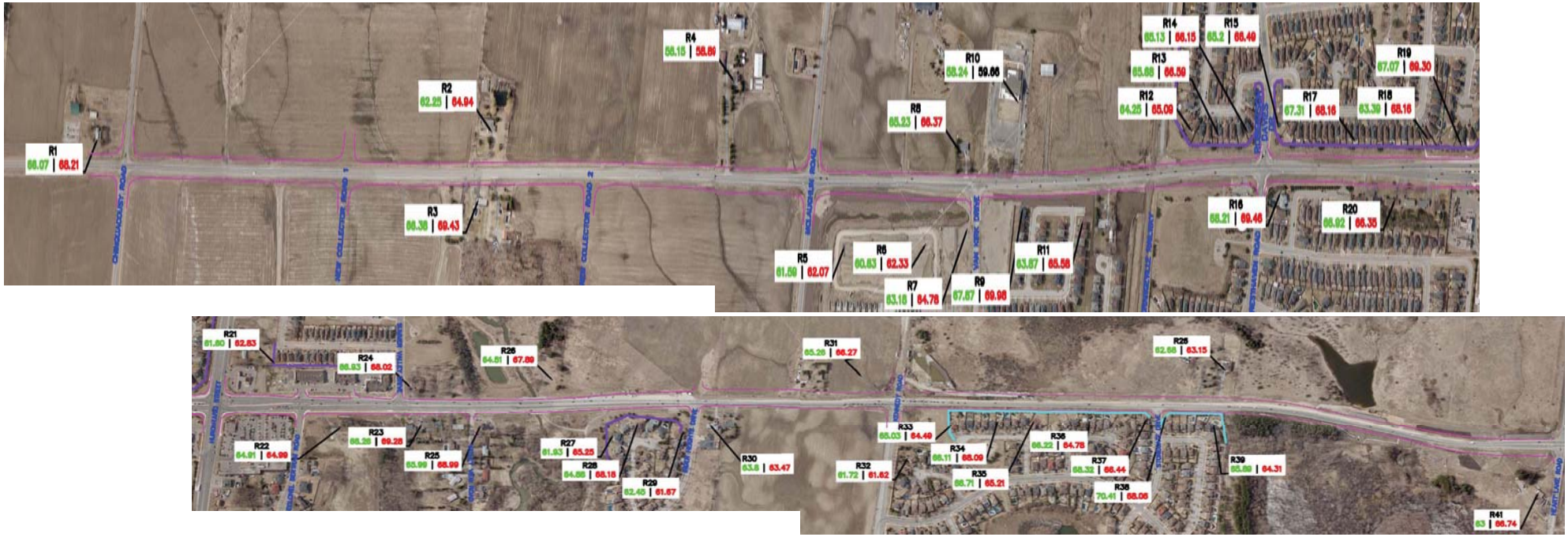
Pavement Structure

20 Noise Study

Results of Noise Assessment

Noise modeling of the following scenarios was completed:

1. 2031 Without Project Conditions
2. 2031 With Project Conditions



- Noise impacts will remain within the acceptable limits of the Region of Peel and MTO standards
- No new noise walls are required within the study area

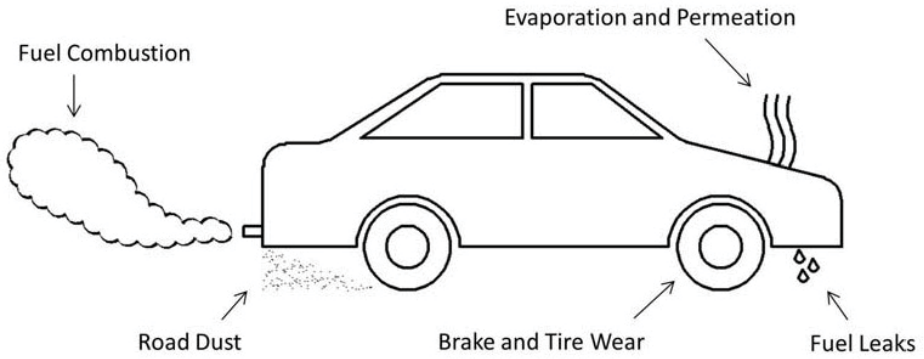
Region of Peel
Working for you

21 Air Quality

Results of Air Quality Assessment

- Assessment was completed based on preliminary design information, traffic predictions and anticipated land development within the study area up to year 2031

- It is determined that in a five-year time span, the quality of air will exceed the guideline limit less than 1% of the time



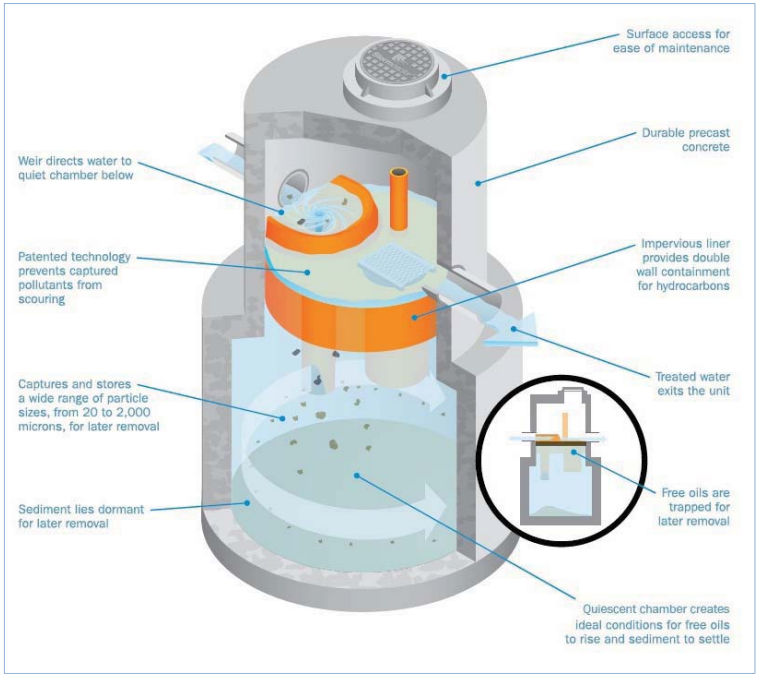
Motor Vehicle Emission Sources

Region of Peel
Working for you

22 Drainage and Stormwater Management

Storm Drainage Report

- Stormwater management improves water quality and controls water quantity
- New storm sewers are being proposed that will direct the water collected from the road to either an existing stormwater pond, a new pond or a creek
- Water crossings for the Fletcher Creek Tributaries and Etobicoke Creek have been reviewed using Region of Peel and Ministry of Transportation requirements to design the number and size of crossings along Mayfield Road

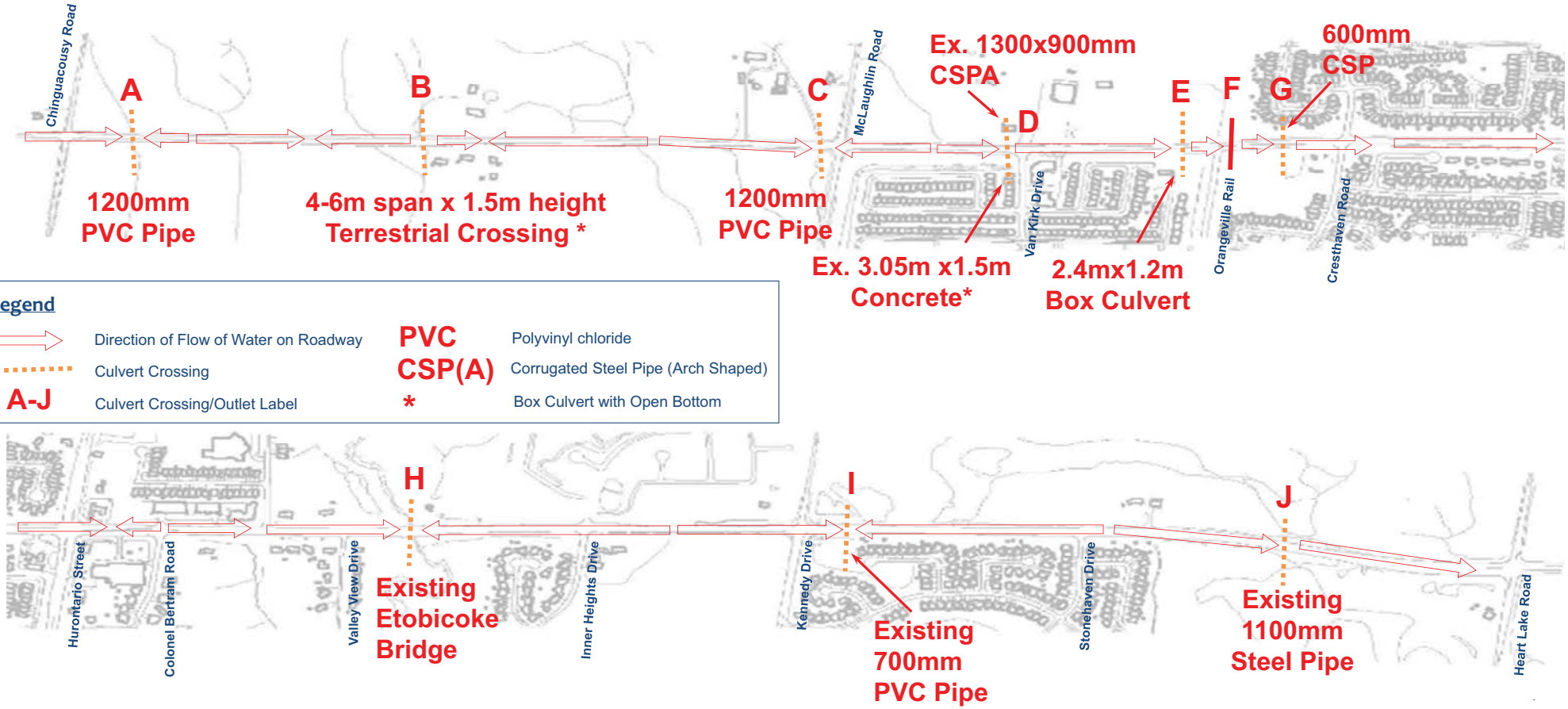


Oil and Grit Separator

Region of Peel
Working for you

23 Drainage and Stormwater Management

Direction of storm drainage flow and location of culvert crossings



Region of Peel
Working for you

24 Archaeological and Cultural Heritage

Stage 1 Archaeological Assessment

- Mayfield Road right-of-way does not retain archaeological potential due to previous disturbances
- Some sections of land beyond the limits of the right-of-way exhibit archaeological potential and will require a Stage 2 Archaeological Assessment

Cultural Heritage Assessment

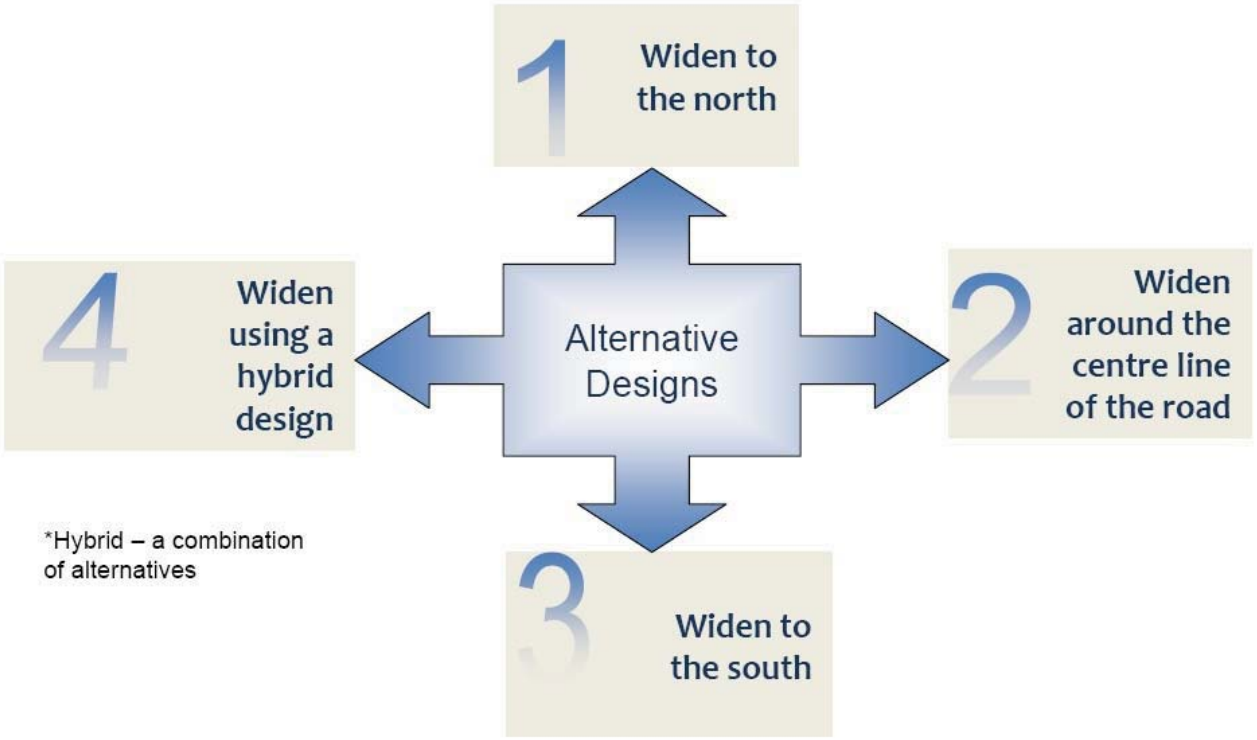
- 8 Cultural Heritage Landscapes (CHL)* exist which consist of
  - 5 farm complexes*
  - 2 roadscapes*
  - 1 railscape*
- None are designated under the Ontario Heritage Act
- There are no Built Heritage Sites within the existing right-of-way

*Cultural Heritage Landscape:	a defined geographical area of heritage significance that has been modified by human activities
*Farm complex:	2 or more buildings one of which must be a farmhouse or barn
*Roadscape:	2-lanes in width with absence of shoulders or narrow shoulder only, ditches, tree lines, bridges, culverts
*Railscape:	active or inactive railway lines or railway rights of way

Region of Peel
Working for you

25 Alternative Design Concepts

Four alternative design concepts were developed to accommodate the ultimate six lane widening of Mayfield Road



Region of Peel
Working for you

26 Evaluation of Alternative Solutions

Category	Factors	Criteria	Alternative 1 Widen to the North	Alternative 2 Widen to the South	Alternative 3 Widen to the North and South	Alternative 4 A Hybrid Approach
Technical	Utility Impacts	Hydro/Bell poles impacted				
	Stormwater and Drainage	Impact to existing stormwater management and drainage facilities				
	Constructability	Ease of Construction				
	Geometrics	Roadway geometrics are within acceptable design standards				
	Alternative modes of Transportation	Easily able to incorporate alternative modes of transportation into the design				
Natural Environment	Terrestrial	Impact to existing vegetation, wildlife, wildlife crossings, including proximity to Areas of Natural and Scientific Interest, Wetlands, and habitats of Endangered or Threatened Species				
	Aquatic	Impacts to valleylands, floodplains, watercourse, waterbodies, crossings and fisheries. Including impacts to hydrogeological features				
Social, Land Use and Cultural Environment	Social Environment	Low potential for short-term construction related effects (e.g. noise, dust, etc.) on area residents				
	Land Use	Impacts to existing Land Uses Low potential for property taking				
	Proximity to Built Up Areas	Impacts to existing built-up areas				
	Archaeological and Built Heritage	Impacts to existing archaeological or built heritage features				
Financial	Capital Costs	Low potential capital costs				
	Property Costs	Low potential property acquisition costs				

Legend

The preferred design alternative is Alternative 4 – a Hybrid Approach (a combination of alternatives)

27 Proposed Environmental Mitigation

Potential Impact	Mitigation
 Fletcher's Creek and Etobicoke Creek	• Apply for CVC and TRCA permit • MNR to approve any alteration to Creek and fish habitat in accordance with approved legislation • Installation of five (5) crossings, between Chinguacousy Road and Orangeville Rail for Fletcher's Creek tributaries, including a planned terrestrial, open bottom channel crossing for wildlife • Six (6) Stormwater Management Ponds will be constructed north of Mayfield Road by proposed developments, between Chinguacousy Road and Orangeville Rail • Follow MNR fisheries construction timing windows (especially for Redside Dace). Thermal mitigation measures are to be implemented for all future development within the Fletcher's Creek Subwatershed in order to address requirements under the Redside Dace Recovery Strategy. • Follow erosion and sedimentation control strategy • Restore disturbed areas/habitat to natural or better conditions • Oil-grit separators are to be connected to storm sewer system outlets where Stormwater Management Ponds are not feasible
 Traffic and access to businesses during construction	• Minimize construction duration (working days) • Traffic Management Plans for Mayfield Road will be developed as part of the design process to mitigate impacts to commuters and maintain property access • Through traffic will be encouraged to use an alternate route via detours • Affected road users and property owners will be notified in advance (e.g. signage, notices) as to construction schedule/duration
 Removal/replacement of trees and temporary impacts (e.g. noise, dust, vibration) to adjacent properties	• Where possible, protect mature and mid-aged trees • Construction operations will be restricted to the day time (wherever possible) • Contractor will be required to adhere to local Noise By-laws • Dust control by spraying water/street sweeping • Vibration monitoring will be provided, if necessary
Heart Lake Provincially Significant Wetland Complex 	• Construct within the existing roadway cross section in order to utilize the caisson walls built for road support and to protect the wetlands on the north side of Mayfield Road between Kennedy Road and Heart Lake Road • Between Kennedy Road and Heart Lake Road, multi-use trail on south side only and lane width reduced between Kennedy Road and Stonegate Drive so design can fit within the existing roadbed • Construct within the existing bridge crossing of Etobicoke Creek
 Woodland	• Located south of Mayfield Road and west of McLaughlin Road • A minimum 10 metre setback will be provided

Region of Peel
Working for you

28 Evaluation of Preferred Design

Staff evaluated the alternative design concepts and determined the recommended preliminary design.

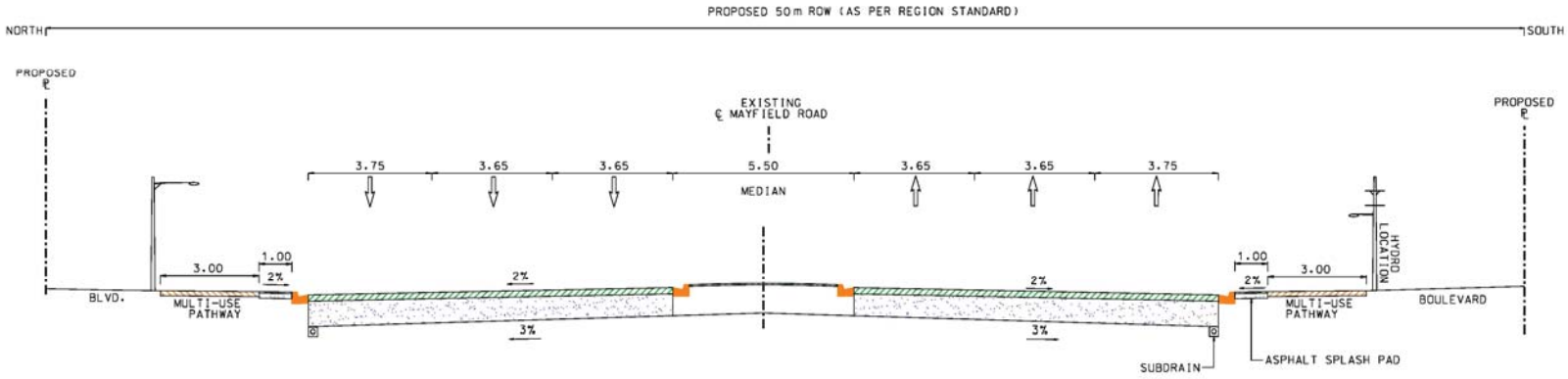
All alternatives were evaluated on their ability to accommodate:

- transit
- cycling
- pedestrians
- roadway infrastructure

29 Typical Cross Section Assessment

Key Design Considerations

- An urban cross-section with curb and gutter
- A posted speed limit of 80 km/hr (design speed of 90 km/hr from Chinguacousy Road to 100m west of McLaughlin Road)
- A posted speed limit of 70 km/hr (design speed of 80 km/hr from 100m west of McLaughlin Road to 305m west of Hurontario Road)
- A posted speed limit of 60 km/h (design speed of 70 km/hr from 305m west of Hurontario Road to Heart Lake Road)
- Transit facilities at all intersections
- Lane widths:
  - 3.65m (inside lanes)
  - 3.75m (outside lanes)
- The addition of left and right turn lanes as required at intersections
- 3m wide multi-use trails on both sides, except for property constrained areas
- Utilities: Overhead hydro, underground utilities relocated as necessary
- Enhanced landscaping/streetscaping within the corridor shall be located as per the Region's streetscaping tool box guidelines

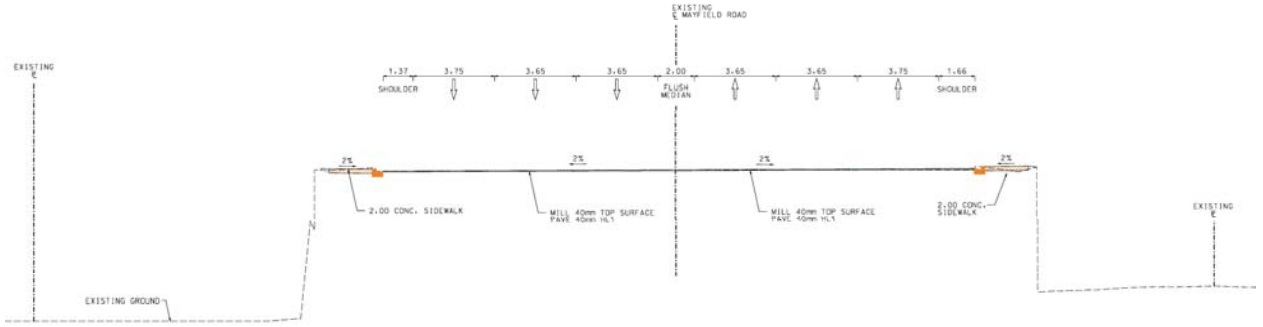


Region of Peel
Working for you

30 Review of Cross Section at Sensitive Locations

Across Etobicoke Creek Structure

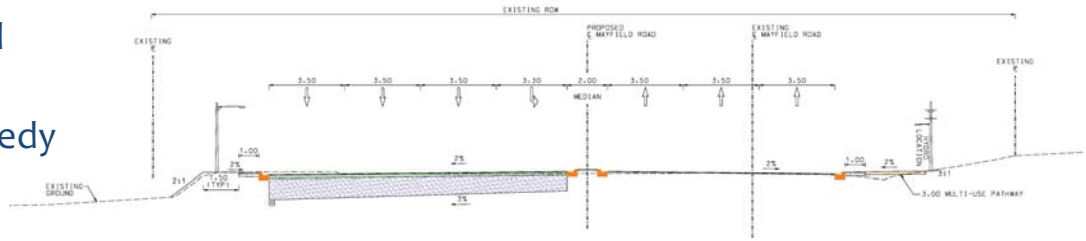
- Maintain existing roadway pavement area across the structure
- 2m sidewalk on both sides
- No boulevard or splash pad between curb and sidewalk at both sides



Across Etobicoke Creek Structure Typical Cross Section

Kennedy Road to Stonegate Drive

- Reduced lane width to minimize impacts to wetland areas at the north side
- 3m multi-use trail only on south side, with no boulevard between splash pad and multi-use trail
- Relocate transit facility to southwest quadrant of Kennedy Road
- No sidewalk or multi-use trail on north side
- Westbound right turn traffic will utilize through curb lane



Kennedy Road to Stonegate Drive Typical Cross Section

31 Transit

Transit Improvements

- Improved transit service will help alleviate roadway congestion
- Brampton Transit services are currently provided along Mayfield Road between Van Kirk Drive and Robertson Davies Drive / Cresthaven Road and Hurontario Street and Kennedy Road
- City of Brampton's Transportation and Transit Master Plan has identified transit service and transit infrastructure improvements required by 2016 and 2021

32 Active Transportation

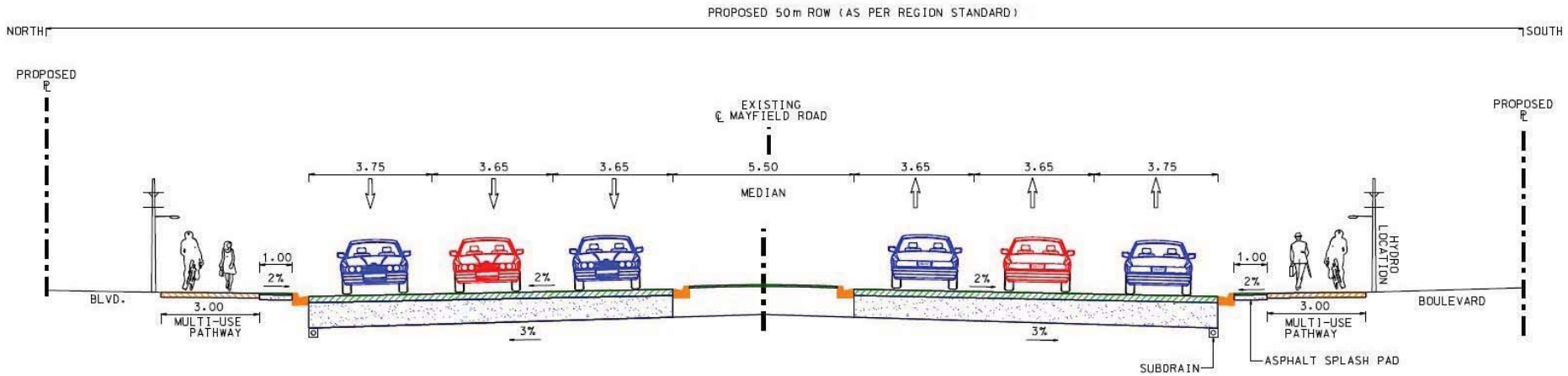
The **Active Transportation Study** has recommended multi-use trail(s) along the corridor

Pedestrians

- Roadway ladder crossing markings and countdown signals to be implemented at all signalized intersections

Cycling

- Bicycle detection at intersections will be considered



Region of Peel
Working for you

33 Staging Preferred Design

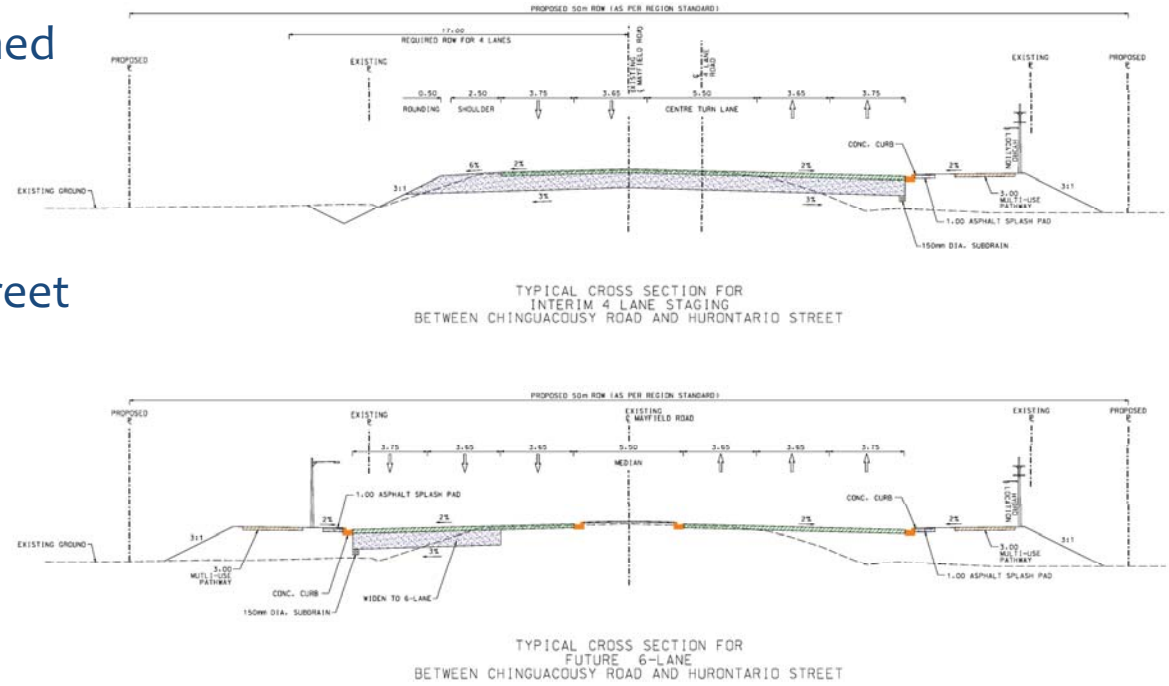
Construction will be completed in stages:

2018 to 2020 - Mayfield Road will be widened to 4 lanes west of Hurontario Street
- Structural will be installed to ultimate design

2021 to 2023 - Mayfield Road will be widened to 6 lanes east of Hurontario Street

2029 to 2031 - Mayfield Road will be widened to 6 lanes west of Hurontario Street and additional turn lanes at certain intersections will be built

Property acquisition and utility relocations would be completed in the initial stage to accommodate the ultimate 6 lane configuration on Mayfield Road



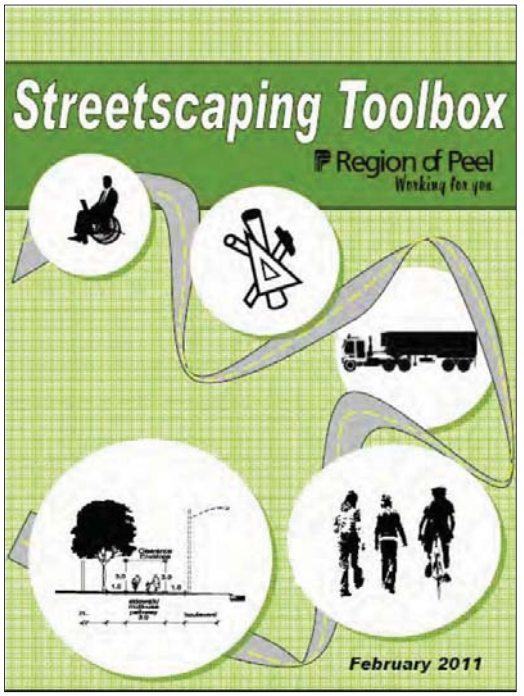
Cross section illustrating staging of widening

Region of Peel
Working for you

34 Landscaping

Landscape Plan

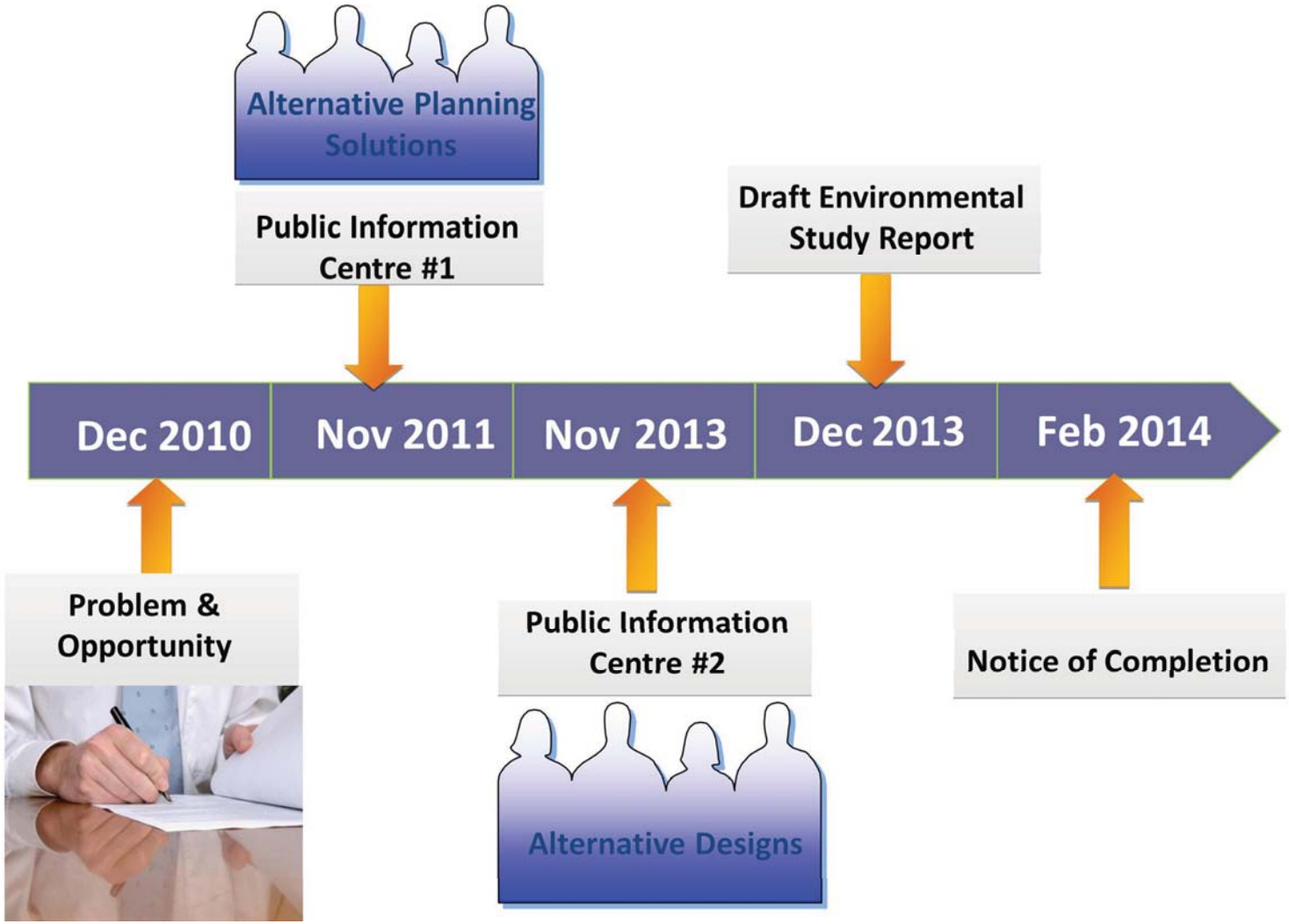
A vegetation assessment was carried out during the EA process which will be used to assist in full tree preservation/landscape plans being prepared during the detailed design phase



35 Next Steps

- Receive public comments by Friday, December 13, 2013
- Address all comments received from public and agencies to date and confirm the recommended design concept
- Document the study findings and results and incorporate them along with the recommended design concept into an Environmental Study Report (ESR)
- A notice of completion will be mailed to adjacent property owners and members of the public registered at the PICs for this project
- Advertisements will be placed in local newspapers advising the public of the filing and locations of the final ESR for review
- File the ESR on the public record for a 30 day review period

36 Timeline



Region of Peel
Working for you

37 Thank You

- Thank you for attending PIC #2
- Please fill out the comment sheet today, or send comments by fax/email/letter to **Neal Smith** by **Friday, December 13, 2013**
- **You can view tonight's information boards again on our website:**
  http://www.peelregion.ca/pw/transportation/environ-assess/mayfield-road-ea.htm

Neal Smith, C.E.T.
Project Manager
Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9
Tel: 905-791-7800 ext. 7866
Toll Free: 1-800-919-7800
Fax: 905-791-1442
Email: neal.smith@peelregion.ca

Bruce Grundon
Director, Municipal Transportation
Design, Genivar INC.
600 Cochrane Drive, Suite 500
Markham, ON L3R 5K3
Tel: 905-475-7270 ext. 18230
Fax: 905-475-5994
Email: bruce.grundon@genivar.com

Thank you for your participation

Region of Peel
Working for you